





## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

## SCOTCH WHISKY.

A—THORNE'S BLEND, White Cap-  
sule..... \$10.80B—WATSON'S GLENORCHY, MEL-  
LOW BLEND, Blue Capsule, with  
Name and Trade Mark ..... 10.80C—WATSON'S ADELOUR-GLEN-  
LIVET, Red Capsule, with Name  
and Trade Mark ..... 12.00D—WATSON'S H.K.D. BLEND OF  
THE FINEST SCOTCH MALT  
WHISKIES, Violet Capsule ..... 14.40E—WATSON'S VERY OLD LIQUEUR  
SCOTCH WHISKY, Gold Capsule 15.00THORNE'S BLEND and WATSON'S  
GLENORCHY are high-class Soda Whiskies,  
of greater age than most brands in the  
market.ADELOUR GLENLIVET is a very old Peat  
Whisky (smoky) and could not now be  
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by  
leading local connoisseurs to be the best  
brand in the Hongkong market.A. S. WATSON & CO.  
LIMITED,  
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

## BIRTHS.

At Hankow, on the 6th November, 1900, the  
wife of ALFRED BROWN, of a daughter.  
On the 8th November, 1900, at Yulong Cotton  
Mill, Yangtzeppoo Road, Shanghai, the wife of J.  
H. WATSON, of a daughter.At C 139, Wooning Road, Shanghai, on the 9th  
November, 1900, the wife of THOS. J. ROYCE, of a son.At 2 Park Lane, on the 11th November, 1900,  
the wife of D. GOLDMAN, I. M. Customs, Shang-  
hai, of a son.

## MARRIAGE.

At the Union Church, by the Rev. G. J. Williams,  
ADA HUMPHREYS to ROBERT DICKSON. [1903

## DEATHS.

At 430 this morning, the 16th inst., at the  
Royal Naval Hospital, Assistant Paymaster  
JAMES SAKTON BARBER, U.S.N., of U.S.S. Don  
Juan de Austria. [2897At the Government Civil Hospital, on the 15th  
inst., GEORGE CHESWELL HAYWARD, eldest son  
of ELIZA HAYWARD and the late G. HAYWARD,  
aged 30 years. Funeral will pass the Monument,  
at 5 p.m. today, the 16th inst. [2894On the 10th November, 1900, at 4, Amoy Road,  
Shanghai, MATILDA CONNELL, widow of Aylmer  
John CONNELL, R.N., aged 74 years.At No. 1, Yuen Fong Road, Shanghai, MARY,  
the wife of Geo. A. Woods, in her 53rd year.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 16th, 1900

THERE is nothing very startling in the terms  
demanded by the Allies from China, as set  
forth in the summary telegraphed by Dr.  
MORRISON to the Times. Taking them  
point by point, rightly enough prominence  
is given to the reparation due to Germany  
for the murder of her representative at  
Peking, and provided that it is insisted  
upon that the mission of apology be fully  
explained in the *Peking Gazette*, an excellent  
effect should be produced by the course pro-  
posed by the Allies. The monument to be  
erected, we suppose, in a conspicuous posi-  
tion in the capital, will serve as a memorial  
in time to come that the sanctity of envoys  
cannot be lightly disregarded. The aboli-  
tion of the Taungli Yamen is an absolutely  
essential step. This body has too long been  
allowed to befool the representatives of the  
Powers. Over and over again has its futil-  
ity and insincerity been demonstrated. It  
has been a standing proof of the readiness  
of the foreign nations, when dealing with  
China, to tolerate what they would put up  
with nowhere else. By its conduct in the  
events leading up to the Boxer outbreak it

filled up the list of its evil deeds and must  
be swept off the face of the earth with the  
majority of its present members. As to the  
punishment of the guilty officials we have  
already spoken often enough and in common  
with everyone else who hopes for the paci-  
fication of China have always insisted that  
this is one condition (in spite of all China  
has to say on the question) of the settlement  
which cannot be foregone, if the name of  
foreigner in China is to count for anything  
at all in future. The destruction of all  
fortifications in Chihli province, including  
the celebrated Taku Forts, is not only a  
salutary lesson, but an essential step. No  
longer must it be possible for the Euro-  
peans in Peking to be cut off from the sur-  
rounding world for months at a time, un-  
til with heavy loss a force can cut its way  
through to their rescue. In this connection,  
too, we may take the stipulations for the  
presence of permanent Legation guards in  
Peking and along the lines of communi-  
cation to the capital from the sea-coast.  
Without these provisions there would still be  
the danger of losing touch completely with  
the Peking Europeans. It may come to  
pass that one day China can be trusted to  
respect her guests; until then their lives  
must be guarded, as indeed they ought to  
have been before now. However, we have  
learned the lesson and we must profit by it,  
though late in the day. The prohibition of  
the import of arms into China is a step in  
the same direction. Thanks to the freedom  
which this traffic has been allowed to enjoy,  
we have during the fighting up north  
often found our enemies as well, if not  
better armed than our own troops. We  
cannot prevent the Chinese arming them-  
selves as well as they can, but we can  
stop our manufacturers selling to them the  
weapons which may be turned against us.  
There has been too much license to arms-  
traders all over the world, and the Powers  
have come at length to recognise this. The  
suspension of public examinations for five  
years in districts which have disgraced  
themselves by outrages on foreigners is a  
measure which will cut off many from the  
attainment of honours for some time, and  
will therefore impress itself on the popular  
mind. The introduction of a system of  
rational intercourse with the Emperor follows  
on the abolition of the Taungli Yamen. The  
question has often been mooted before, but  
China has managed so far to avoid the  
concession. As her Empire, however, opens  
to the world, the isolation of the Emperor  
must be relaxed. We must do away with  
corrupt and useless go-betweens, and have  
recourse to the actual fountain-head. Last  
on the list of terms comes the indemnity to  
"states, corporations, and individuals." This  
is, of course, inevitable; but we have  
already expressed the hope that no huge  
sums will be demanded for two reasons.  
The first is that it will be difficult to avoid  
the incidence of the burden on the mass of  
the people, who are not guilty, or only guilty  
to a small extent, of the recent outrages;  
and the second that, in the case of murder,  
it is an evil principle to set up that the loss  
of European lives can be compensated for  
by a good round sum of money. If this  
point be fully recognised in the negotia-  
tions, the terms now set out as the basis of  
the future treaty will be received with satis-  
faction; but there are, of course, very many  
details, as to intercourse, freedom of ports  
and waterways, etc., etc., which are not  
dealt with at all.

The English Mail of the 13th October was  
delivered in London on the 16th inst.

The damage sustained by H.M.S. *Fame* during  
the late typhoon is greater than was at first  
imagined. In the fore part the plates are so  
strained that it is thought they will have to  
be removed and replaced by new ones, and in  
the after parts several feet of the hull will have  
to be renewed. The repairs are being proceed-  
ed with.

It is with the deepest regret that we have to  
record the death of Assistant Paymaster J. S.  
Barber, of the U. S. S. *Don Juan de Austria*.  
The deceased officer expired at 4.30 a.m. yester-  
day morning at the Royal Naval Hospital of  
typhoid fever contracted at Canton. The  
deceased was son-in-law of Mr. Wm. Whitley,  
resident manager of the Sperry Flour Company,  
and only married three months ago. We desire  
to express our deepest sympathy to Mrs.  
Barber, Mr. Whitley, and his family in their  
bereavement.

The Hongkong Cricket Club will play their  
first match against the Garrison, commencing  
at 2 p.m. to-day and continuing at 11 a.m. on  
Saturday. Both teams are strongly represented  
and the result will be looked forward to with  
interest. By kind permission of the Colonel  
and Officers, the Band of the 3rd Madras Bom-  
bay Infantry will play on Friday and that of  
the Royal Welsh Fusiliers on Saturday. The  
following are the teams:—  
Hongkong Cricket Club.—Messrs. Matland,  
Ward, Mackenzie, Lee, Satter, Barde, Noble,  
Clifton Brown, R.N., Elliott, R.N., Strong,  
B.M.L.I., and Sercombe Smith.  
Garrison.—Major Dyson, Major Dorehill,  
Captain Ainslie, Capt. Johnston, Captain Wall,  
Lieut. Nicholson, Lieut. Krickbeck, Lieut.  
Johnson, Lieut. Hill, Captain Langhorne, and  
A. N. Other.

One million dollars (gold) have been ap-  
propriated by the Manila Civil Service Commis-  
sion for improvement of the Outer Harbour  
and Lower Pass.

At a fire at Amoy on the 20th ult. Mr. Shep-  
pard, of Messrs. Butterfield and Swire's factory,  
was accidentally killed, and was buried the next  
day by a party of officers and men from  
H.M.S. *Iris*.

The N.C. Daily News quotes the following  
recent specimen of English as she wrote:—  
"Dear Sir, I am told godwin keeper sent up  
Twenty Oji No. 151 paper @ 22.25 if you  
please pay cash money for gainst I am think  
you very much my sis."

The New York Sun intimates that the Ameri-  
can War Department has detailed Lieut.-Col.  
John S. Mallory, of the 41st Infantry at Manila,  
to be retained by Consul-General Wildman at  
Hongkong as military attaché. We under-  
stand that Colonel Mallory is at present in  
Hongkong.

The N.C. Daily News Tientsin correspon-  
dent writes that he learned from Sir Claude Mac-  
donald that he asked the Foreign Office for Japan  
when he was offered Teheran a year ago. The  
exchange of posts with Sir Ernest Satow was,  
as we have already mentioned, decided on last  
May before the troubles at Peking.

We received yesterday from Mr. Rounseville  
Wildman, U. S. Consul-General, the following  
typhoon warning, issued from Manila Obser-  
vatory at 10 a.m.:—"Depression in Pacific prob-  
ably East South East of Manila." Later  
we received another warning, issued at 7  
p.m.:—"Depression E. or N.E. of Manila,  
probably moving to N.N.W."

The C. N. S. Tatung, which arrived at  
Shanghai from river ports on the 9th inst., re-  
ported seeing H.M.S. *Daphne* and the German  
gunboat *Ilia* at Hankow, H.M.S. *Tedpole* at  
Kikiang, H.M.S. *Roar* at W. H.M.S.  
*Banquet* at Nanking, H.M.S. *Taroo* at  
Chinkiang. The *Tatung* passed the French  
gunboat *Lion* ten miles above Kikiang, and a  
German cruiser at Kushan Point.

The Hon. Treasurer of the Alice Memorial and  
Netherlands Hospitals begs to acknowledge with  
thanks the following donations to the funds of  
the Hospitals:—

Kwong Wai Company .....	\$15
Chow Dart Tong .....	10
Man Cheung Yuen .....	10
Un Lai Chuen .....	5
Chan Chau Nam .....	5
Under \$5 .....	3

The Chinese Telegraph Administration at  
Shanghai is in receipt of a telegram from the  
office at Tungkwang, dated the 1st inst., stating  
that the farmers in that district, supposing the  
presence of the telegraph line to be responsible  
for the prevailing drought, have cut the line  
between that station and Hsienfu, thus in-  
terrupting communication between the new  
capital and stations to the north, but not af-  
fecting communication between Hsienfu and  
stations south to Shanghai. It is clear that  
further interruptions from the same cause may  
be apprehended in the same part of the country,  
and the circumstance is of interest as indicating  
the scarcity prevailing on the borders of  
Shansi and Shensi.

The dearth of coal and the present crisis in  
the coal market has brought Java coal to the  
front. The coal measures of the island are  
described in the *Botanica Nieuwland* as very  
extensive and as being found mainly at Bayah  
in the residency of Bantam. Only Bocoeno coal  
is met with in the island. Brown coal also  
abounds in Java. Coal similar to that found  
at Bayah is mined in Northumberland and in  
Lancashire. The government sent an *expedition*  
to examine the Bayah seams. He reported  
favourably on their quality and extent. But  
the government did not follow this up by min-  
ing operations, owing to difficulties of trans-  
port, especially the absence of railway com-  
munication between the coalfields and the  
nearest seaport. These difficulties have now  
been almost surmounted. A company has been  
formed to work the Bayah coalfields. It is ex-  
pected that shortly Java will be no longer  
dependent upon foreign coal.

There seems to be considerable dissatisfaction  
among passengers and the general public in all  
the Eastern ports at the recent steamship-owners'  
combination to increase the passenger rates 10  
per cent. Almost the entire press of India  
denounces the proposal set forward as "an im-  
position," and the reason of the increase being  
due to the increased price of coal as a result of  
subterfuge. The *Pennsylvania* to hand  
says:—"This action has caused considerable  
dissatisfaction in India, too, where it is pointed  
out that, although coals have, of course, risen  
in price enormously owing to the South African  
and Chinese wars, the Taft Vale and Great East-  
ern strikes, and other kindred causes, the effects  
of these latter troubles are not likely to be more  
than temporary, and indeed are already showing  
signs of a passing off. Besides, all the liners  
which run from Calcutta and Bombay have  
native coal, and with the gradual but certain  
development of the Bengal and Assam coal trade,  
which is every day growing in importance, coal  
at these ports have never been better, cheaper,  
or more plentiful. If it were necessary, it is  
alleged that steamers could probably satisfy  
their requirements at even lower rates than  
those now current. Objection is also taken to  
the addition being described as 'primarily in the  
advertisement—a word which is in technical  
sense means a percentage paid to the master  
of the vessel as a gratuity for taking charge of  
the shipper's goods. It is true that in this  
sense the term, together with the gratification  
which it signified, has long since fallen into  
disuse, but it should hardly be employed now  
to describe what would be characterised more  
correctly as an imposition."

The revenue of Sarawak in 1901 is estimated  
at \$862,823. The outlay is set at \$808,142.

Mr. C. J. Rivett-Carnac, adviser to the Minis-  
try of Finance in Siam and Comptroller of the  
Siam Government, is now in Singapore.

The leading Chinese of Penang have subscrib-  
ed \$33,000 in support of the Free School there—  
which is said to be the oldest establishment of  
its kind in the Far East. The school is now  
in financial embarrassment.

A Simla telegram of the 31st ult. says that  
the operation of the relief of the garrison of  
Chitral for the season is now practically com-  
plete, the relieving column having on the 30th  
reached Sado, but a few miles from Chakdara,  
all well.

According to a Japanese paper, the Korean  
standing army consists of 6,500 men, of whom  
3,000 Imperial Bodyguards, 400 Artillery, and  
100 Cavalry are in Seoul. The remainder are  
distributed among the provincial garrisons and  
range in numbers from 100 to 200. It is now  
reported that the strength of the Imperial Body-  
guard is to be raised to 5,000, so that the standing  
army will exceed 8,000 men in all.

During the recent maiden trip of the Trans-  
atlantic liner *Lorraine*, very satisfactory results  
were obtained from the testing of the carrier  
pigeons. These birds have, it is said, beaten  
the former record, for they carried messages  
over 350 miles, or about 650 kilometres of ocean.  
The previous longest distance covered by the  
pigeons tested was 324 miles. Twenty-five  
passengers of the *Lorraine* were enabled to  
send message to their friends by the pigeons  
when the liner was two days out from Havre on  
the voyage to New York.

Confirmatory news of the loss of the sailing  
ship *Tan O'Shanter* while on a voyage from  
Hongkong to New York reaches us by this  
mail. The vessel, it is gossiped in shipping  
circles, was condemned for any further ser-  
vice, and negotiations at one time existed for  
her sale and subsequent "break up." However,  
after a minute survey, it was determined to  
again put her on the run and she was chartered  
for America as above stated. The vessel was in  
command of Captain J. E. Ballard, who had his  
wife, daughter and infant on board; the chief  
and second officers were Europeans and the  
remainder of the crew were Japanese. The  
*Tan O'Shanter* left Hongkong on 9th Septem-  
ber, and from the fact that she was never re-  
ported as passing Ajor it is presumed that she  
was lost between Hongkong and that port.  
She carried a general cargo.

The Straits Times mentions another "pos-  
sible" for the Governorship of the Straits.  
According to the *World*, Sir Arthur Havelock,  
Governor of Madras, will return to Eng-  
land about the end of the year. He will thus  
relinquish office three months before the ex-  
piration of his period of five years' actual ser-  
vice. Sir Arthur will be brought forward for  
a Colonial Governorship, as the five years passed  
in India do not count for Colonial Office  
purposes. His colonial service dates from 1873,  
and he has still some three years to put in  
before he can claim a full retired allowance.  
From the *World's* point of view this sug-  
gestion may seem fraught with potential pro-  
phecy. As a matter of fact no man who has  
served as Governor of Madras at \$7,000 a month,  
plus allowances, will accept a drop to \$34,000 a  
year and a lower grade billet in the Straits.

A despatch from Madras to the *Indian Daily  
News* of the 24th ult. says:—"A cyclonic storm  
of some intensity has been raging in Madras  
since yesterday, accompanied by heavy rainfall.  
The weather in the Bay has been squally, and  
last night the s.s. *Clara Fraser*, which was  
anchored in Madras Harbour, snapped her bow  
mooring chain, as also the wire hawser, which  
was put on by the pilot to prevent any accident.  
Then she drifted along shorewards, dragging  
her anchor, which, however, got caught in one  
of the mooring chains attached to a buoy, and  
thus prevented the vessel from stranding al-  
together. Her stern just reached the ground,  
but her bowhead was free. The senior Harbour  
Master went on board at once and dropped  
another anchor, so as to make her safe. He  
remained on board all night, and the vessel is  
now securely moored, having been moved out of  
her dangerous position. During the squally  
weather, several Masala boats were washed  
ashore."

## THE TYPHOON.

FEARED LOSS OF A FISHING FLEET.  
Reports of the damage caused in the outlying  
islands by the typhoon continue to be sent in  
to the Police Authorities. It is feared that  
about 19 junks with about 90 persons on board  
have been lost in the neighbourhood of Lintin  
Island. They belonged to the district of Tai  
Ho, and as they have not yet been heard of it  
is not at all unlikely that they have all come to  
grief, as when the wind veered round they  
would feel the full force of it. Some junks  
containing 20 or 30 men foundered off Tai Ho  
and the crews were drowned. The small harbour  
at Tai Ho was crowded with junks during the  
typhoon, but the bluff kept off the wind and all  
escaped.

Though the damage done to the junks and  
boats at Yamutai was considerable the number  
of lives lost does not appear to have been so  
great as has been reported. In the majority of  
cases the reports as to loss of junks, etc., sent in  
to the police say, "no lives lost."

THE "BENJAMIN SEWELL" RE-FOLOATED.  
The *Benjamin Sewell*, which was driven  
ashore near the Naval Yard, has been re-floated  
and is now undergoing repairs in the Dock at  
Kowloon. The water was pumped out of her  
by a floating fire-engine belonging to the  
Water Police.

## TELEGRAMS.

DAILY PRESS SERVICE.

THE ORISIS IN CHINA.

London, 14th November, 6 p.m.

KAISER MAKES NO NEW STATE-  
MENT ON CHINA.The Kaiser has opened the Reichstag.  
His references to China contained nothing  
new.

A PROMOTION AT PEKING.

Mr. Tower, Second Secretary at the  
British Legation at Peking, has succeeded  
to Mr. Bax Iroside's post.

CHINA AND THE ALLIES.

DEMANDS.

Dr. Morrison, in his despatch to the Times,  
stated that he believed that China would  
willingly accede to all the terms demanded  
by the Allies, except the death penalty for  
the Princes and officials.

REUTERS SERVICE.

LONDON, 15th November.

PARLIAMENT.

Parliament will meet for the autumn Session  
on the 3rd December, as the Government re-  
quires money for the war.

MINISTERIAL APPOINTMENTS.

Lord Raglan has been appointed Under-  
Secretary for War. Lord Onslow, Under-  
Secretary for the Colonies; and Lord Har-  
dwick, Under-Secretary for India.It is almost certain that the Cabinet will  
consist of twenty members, the largest on re-  
cord.

ILLNESS OF THE TSAR OF RUSSIA.

The Tsar of Russia is suffering from an  
attack of influenza.

THE FIGHTING IN BRITISH

SOUTH AFRICA.

The Boer raiders continue active. Prisoners  
admit that they are hopeless of regaining the  
country, but they are determined to cause the  
British as much loss as possible.

THE UNITED STATES REVENUE.

The United States Revenue is \$367,000,000,  
the largest on record.

## CHINA HONOURS.

In our issue of Monday we gave the list of  
chief honours conferred for service in China.  
The following list of promotions is now to  
hand:—

Commanders Fraser, Granville, and Beatty  
to Captains;  
Lieutenants Kemp, Leard, Hulbert, Colomb,  
and Keyes to Commanders;  
Sub-Lieuts. Ballard, Walcott, Brinkwaite,  
Cochrane, and Kennedy to Lieutenants;  
Staff-Surgeon Thomas to Fleet Surgeon;  
Surgeons Browne and Hall to Staff Surgeon;  
Staff Paymaster Alton to Fleet Paymaster;  
Asst. Paymasters Botter and Hargreaves to  
Paymasters;  
Major Johnston, R.M.L.I., and Luke,  
R.M.L.I., to Brevet Lieut.-Col.  
Capt. Wray, R.M.L.I., to Brevet Major.  
Lieut. Armstrong, R.M.L.I., to Captain.  
R.M.L.I.  
Commander Boothby, Midshipmen Herbert,  
Jones, Mayne, Gipsy, Gay, Shore, and Osborn,  
and Asst. Engineer Cossey, noted for early  
promotion.

## POLICE COURT.

Thursday, 15th November.

Before Mr. HAZELAND.

Inspector McLennan took a trip yesterday  
at the new daily occupation by the police of  
raising gambling dens. He visited one in  
Kwong Wa Lane in the evening and made  
eighteen arrests.  
Each defendant had the usual story to tell  
of being in the house just to see a friend,  
or merely looking on, etc., etc., but his worship  
convicted them, the two masters being fined  
\$25 or six weeks imprisonment, and the others  
\$5 or 14 days.

DESERTING THEIR SHIPS.  
Joseph Duffy went ashore from the trans-  
port *St. Andrews*, and found when he wanted  
to get back, that he had spent nearly all his  
money and had not sufficient to engage a sam-  
pan to put him on board. The ship shortly  
afterwards sailed for the Cape without him.  
Inspector McGowan, of the dockyard police,  
stated that the man was willing to work his  
passage to the Cape by the transport *Michael*,  
which is shortly leaving for that port, and at  
which he could rejoin the *St. Andrews*. Duffy,  
he had left all his possessions and money on  
board.

Duffy—Four months' pay, sir—just close on  
\$10.  
An order was passed for his being placed on  
board the *Michael*.

Three seamen from the steamer *Clarendale*  
were charged with going ashore without leave,  
and further, with refusing to do duty. They  
were ordered to be forcibly put on board.

STEALING CLOTHING.

Chan Tuk, servant at No. 7 Police Station,  
was charged with stealing five pieces of clothing,  
value \$4, from one Li Kwon.  
Complainant stated that he visited his brother's  
quarters at the police station on the 8th inst., and  
on coming away left his box, which he roped  
securely. When he returned on the 12th he  
found that the box had been broken open and  
the clothing already mentioned stolen.

Complainant's brother said that when the  
theft was reported to him he instituted a search,  
and in defendant's room came across some pawn  
tickets concealed in the bed. In a drawer he  
also found two of the five articles stolen.

Defendant pleaded that the pawn tickets and  
clothing had been placed in his room by some-  
one. He knew nothing of them.

The magistrate passed sentence of two months  
hard labour. There is a previous conviction  
against the accused.

## ANNUAL LICENSING SESSIONS.

Yesterday afternoon the annual session of  
Her Majesty's Justices of the Peace was held  
at the Magistracy for the purpose of consider-  
ing applications for licences and adjourned  
licences for the year 1900-1901.

The chair was occupied by Mr. F. A. Hus-  
land, and there were also present the Hon. F. H.  
May, C.M.G.; Messrs. D. R. Crawford, R.  
Cocks, (Dr.) F. Clarke, H. P. Tucker, Hallifax,  
H. R. Nicolls, E. W. Mitchell, and C. A. D.  
Malleson, (Clerk to the Justices).

The following was the list of applications:—  
Josephine Gomez, the International Hotel,  
Nos. 318 and 320, Queen's Road Central;  
Isidore Silverman, the Globe Hotel, No. 184,  
Queen's Road Central; Isaac Samuel Green-  
stein, the Central Hotel, Nos. 242 and 244,  
Queen's Road Central; Morris Froimann, the  
Land We Live In Hotel, Nos. 332 and 334,  
Queen's Road Central; Mrs. Annette Popier,  
the Colonial Hotel, No. 1, Jubilee Street;  
Hedrich Vacholmann, the Western Hotel, No.  
1, and 2, Queen's Road West; Mrs. Esther  
O'Brien, the Revellers' Hotel, Nos. 12 and 13,  
Queen Victoria Street; Henry James Baum,  
the Praya East Hotel, Nos. 23 and 29, Praya  
East; James Wm. Osborne, the Kowloon Hotel,  
Elgin Road, Kowloon; Hans Jertran, the  
German Tavern, Nos. 266 and 268, Queen's  
Road Central; Rastomjee Cowasjee-Bamjee,  
the Stage Hotel, Nos. 148 and 150, Queen's  
Road Central; Ismail Piliyay Madar, the New  
Victoria Hotel, No. 8, Queen's Road Central;  
James Thomas Course, the Eastern Hotel,  
Nos. 192 and 194, Queen's Road East;  
Crawford Homan, the Hongkong Hotel,  
Nos. 30, 32, 34, and 36, Queen's Road Central;  
Hamilton C. Hammond, the Bay View Hotel,  
Nos. 29, 31, 33, 35, and 37, Queen's Road  
East; Harry Haynes, the Hongkong Hotel,  
Nos. 21, 23, 25, and 27, Queen's Road Central,  
and No. 1 and 3, Paddar Street; Alexander  
Moir, the Peak Hotel, Rural Building Lot No.  
77, the Peak; Frederick Melhuska, the  
Criterion Hotel, Nos. 21 and 23, Pottinger  
Street; Richard J. Young, the Metropole  
Hotel, No. 2, Shaftesbury Road; William  
Kratz, the Rose, Shamrock & Thistle Hotel,  
Nos. 76 and 78, Queen's Road Central;  
Akonfo Fomson, (Adjunct Licensee), the Com-  
naught House, No. 23, Queen's Road Central;  
Anthony Milroy, the Sailors' Home, No. 187A,  
Praya West; Mrs. Madeline Moore, (Adjunct  
Licensee), Pelham House, No. 29, Wyndham  
Street; Mrs. Elizabeth F. Stainton, (Adjunct  
Licensee), the Waverley Hotel, No. 8, Lo House  
Street; Victor J. Avilla Thomas, Grill Room,  
No. 2, Queen's Road Central.

With regard to the application of J. T.  
Course for the premises known as the Eastern  
Hotel at Nos. 192 and 194, Queen's Road East,  
Mr. O. D. Thomas, (Master of the Hotel),  
suggested that the license of this hotel was  
formerly Mr. J. Course. The latter obtained a  
license last year, but his conduct was unsatisfac-  
tory, and it was decided that a new man should  
apply. Mr. Course was formerly on the Army  
medical staff. He was discharged with a good  
character, and had been employed at the  
Government Civil Hospital, and obtained a  
good testimonial from Dr. Atkinson. He was  
afterwards employed a short time by Watkins,  
chemists.

Mr. May—I should be glad to see Dr. Atkin-  
son's testimonial was produced and the Chair-  
man observed that it stated that the applicant  
was an "excellent" man for putting down an  
epidemic. The Chairman added that a man  
might be a good man for putting down an epi-  
demic, and yet not be a good man to conduct a  
public house.

The Justices considered the application in  
private, and decided that it was not advisable  
that the place should be kept open. They,  
therefore, refused the application.

With regard to the application by Bernard  
Jorus for premises at Nos. 173 and 175, Queen's  
Road East, to be called the Eastern Hotel, Mr.  
Williamson, (Messrs. Wilkinson and Grist),  
appeared. He said Mr. Jorus obtained a license  
last year to carry on business at certain pre-  
mises in Queen's Road East—Nos. 192 and  
194. Those premises did not belong to him  
but were the property of a Chinaman. With  
this Chinaman his client had lately been on  
somewhat bad terms. Whether that was on  
account of the Chinaman wishing to obtain  
possession of the license, granted to his  
client or not, he could not say, but he under-  
stood that an application had been made with  
respect to the premises at 1



## NOTES AND IMPRESSIONS FROM A TOUR IN CHINA.

[By H.E. Sir HENRY BLAKE, K.C.M.G.]

(Continued.)

The country from Tientsin to Tang Shan is the same flat plain as that from Peking. From Tang Shan to Shanhaiwan is diversified by hills of apparently disintegrated granite. But no rain had fallen and the country was bare of vegetation. All farming operations were suspended, clouds of dust swept seaward before the strong land breeze that here, after the manner of Chinese contrivances, sets in each morning at about ten o'clock, and it was evident that the population must be in immediate danger of destitution, if not of famine. But here so far there was absolutely no symptom of unrest. The coal-mines of Tang Shan were in full work close to the railway station, where extensive ranges of workshops were being erected by Mr. Kinder, whose indomitable energy has made the Chinese Imperial Railway, and whose uncompromising integrity and ability have saved its revenue from the tortuous finance of a portion of the Board of Directors. Here was preserved the "Rocket" of China, the first locomotive constructed. It was built by Mr. Kinder for the purpose of getting the coal from the mine to a little distance. He bought the wheels in Hongkong for five dollars, and made the other parts out of odds and ends. When it was put to work the Chinese were, or affected to be, frightened at this dragon moving about. So at length a complaint was made, and an official was sent from Peking to inquire into his unbecoming innovation. Mr. Kinder got timely warning, so he took the engine to pieces and scattered the parts about the yard. The commissioner remained for a time and was well treated. He reported that there was nothing to be found of the dragon. Li Hung-chang gave the hint it might be quietly put to work again, and little by little the work was extended until the line reached the wharf on the river, a distance of five miles. Here it struck for several years before the extension was entered upon. The 600 miles that are now working were carried through by the support of Li Hung-chang, who in this respect has been a consistent advocate of progress. In the workshops at present existing at Tang Shan, engines are being repaired and rolling stock built entirely by Chinese labour and with Chinese foremen. The car can be built twenty per cent. cheaper than they can be imported, but on the completion of the new railways Mr. Kinder hoped to build his engine, getting the raw material from England, and with the command of intelligent Chinese labour he expected that they would be built very much cheaper than they could be imported. Unhappily the Boxer upheaval has partially destroyed the railway, and the workshops, plant, and rolling stock at Tang Shan have been given to the flames.

The Boxer movement is the most serious that has arisen in China since the Taiping rebellion. It is not many years since it began by the instruction of a few men in the arts of boxing and fencing, ostensibly for the purpose of enabling them to preserve order in their villages. The professors of this Chinese art of self-defence lived in the mountains in the neighbourhood of Tai San, the principal one of the five sacred mountains of China, which is annually visited by great numbers of pilgrims. After a time it was found that the teachers claimed supernatural powers; possibly they may have been able to produce mesmeric phenomena, which would deeply impress the people. Anyhow, the members formed themselves into a secret society which practised incantations, the effect of which they firmly believe is to render them invulnerable. Nor does the occult demonstration of death by violence affect this belief, as, in that event a second body is waiting for their spirit to enter, these auxiliary bodies residing in the stars and coming down when required. They adopted certain signs of brotherhood, and each member wears a charm composed of shells at his waist-belt.

The society has spread with amazing rapidity, its watchword being "China for the Chinese." Its existence has been known for more than two years, but in a country where nine-tenths of the people belong to some secret society it attracted no particular notice. It first became militant in its attacks upon missionaries in Shantung, where probably the Chinese officials had gauged the real strength of the movement.

When the foreign Ministers demanded that steps should be taken for the suppression of the society, the protection of the Empress Dowager was given to it. A great movement of "China for the Chinese" might be in the north, as it is in the south, a real danger to the Manchurian dynasty; but if the dynasty made common cause against the Western barbarians it might be saved, hence the unopposed approval of the movement. Prince Tuan, the father of the selected "Heir Apparent," is stated to be a prominent member of the society, and it is believed that a great number of Manchurian nobles have joined it. Murders of missionaries were denounced by gentle exhorting and feeble requests for good behaviour, and when at length in the early part of June the Boxer thousands engaged in the destruction of the Imperial railway, were met and defeated by General Nish with severe loss, the work was thrown off and the General was reprimanded for undue severity.

From that moment matters assumed a much graver aspect. Hitherto the Boxer propaganda had not been openly espoused by the Imperial troops, although their sympathy was strongly suspected; but when Admiral Sir Edward Seymour, with an allied force of ten thousand men, made his unsuccessful attempt to force his way to Peking for the relief of the Legations, he was confronted by Imperial troops who had joined the Boxers en masse or had been ordered to support them. In the meantime, and after the return of the column, the foreign settlement of Tientsin was besieged, bombarded

by Chinese artillery, and day by day attacked by Chinese regular troops and Boxers. Had the Taku forts not been taken by the allied forces on the 17th of June, they would have been occupied in great force by reinforcements then proceeding for that purpose. It is improbable that they could then have been reduced by the small number of men available from the allied fleets, from which the Peking relief column had been drawn, and while awaiting the advent of troops, the force with Sir Edward Seymour and at Tientsin, with the foreign community of that settlement, would have been completely cut off from the possibility of obtaining supplies or ammunition. In the meantime impenetrable mystery surrounds Peking, and now, in the last days of July, we know not if the eight or nine hundred foreigners are safe, or if the allied armies will only arrive in Peking to find that the horrors of Cawnpore have been repeated.

That the movement should have culminated so rapidly in Shantung and Chi-li is not surprising to those who have observed the hysterical side of the Chinese character. The long drought had ruined their crops and reduced the large population of those provinces to a state of desperation. Rinderpest had attacked the cattle in Shantung, and put a stop to the export of 800 head per month hitherto supplied from Chefoo to the Russian garrison at Port Arthur. Agitators were clever enough to seize the opportunity, and placards were posted declaring that they were visited with these accumulated misfortunes as a punishment for permitting the presence of the foreigners.

But the outbreak of violence in the two north-eastern provinces has been followed by an apparently concerted movement against Christians in every part of China. From Chi-li in the north to Hainan in the south, from Chekiang in the east to Yunnan in the west, the missionaries are flocking to the ports for safety. Many have been murdered, some with circumstances of horrible atrocity. Mission stations have been burnt or destroyed, and evidence accumulates that Christian missionary effort has not succeeded in winning the good will, or even the toleration, of a people who have in the past shown themselves singularly tolerant of other faiths. Taoism has joined hands with Buddhism, and Mohammedanism has many thousands of votaries who follow the tenets of their faith without let or hindrance. The subject is ably treated in a pamphlet entitled *Missionaries in China*, by Alexander Michie, published in Tientsin in 1893 and reviewed in the *Times* and other English papers. In China it is freely stated that the principal cause of the widespread dislike to missionaries, especially the Roman Catholic, is their interference in law suits and practical coercion of the Yamen on behalf of their converts. But such statements must be received with reserve in a country where such assertions are not easily verified, and missionary jealousies are not unknown. Among the 2,500 foreign missionaries spread over the length and breadth of China are doubtless many instances of noble and devoted self-sacrifice, but the missionary body is not without its less than tactless aggressiveness. This must be remembered when judging of the attitude of the Chinese. It is questionable whether a foreign missionary, or native, engaged in proselytizing in the South or West of Ireland would be as safe without constant armed protection as the great majority of missionaries have been in China under ordinary circumstances. But among the exciting causes of an intensified anti-foreign sentiment throughout China one of the most potent has been the earlier writings of Kang Yu Wei the reformer. His earlier writings, in which he uses every argument to compel his countrymen to adopt Western methods to the end that China shall free herself from the trammels of the foreigner and become the most powerful nation in the world, are brilliant literary productions. Every square mile of territory torn from ancient China by aggression or obtained by diplomatic pressure is recapitulated, and the despoilment denounced with passionate force, while the possibilities of the future recovery of lost possessions by an awakened and instructed nation of 400 millions are reiterated in glowing and vigorous periods. The writings of Kang Yu Wei are disfigured by the open advocacy of assassination of all those whom he holds responsible for the suppression of the reform movement, but they have exercised a serious influence upon the literati, among whom his disciples are numbered by thousands, and prepared the ground for a possible anti-foreign struggle.

His later writings advocate progress and reform by the aid of foreigners, and the same freedom for foreigners in China as they enjoy in Western countries. His violent denunciations of the Dowager Empress, Prince Tuan, Jung Lu, and others, caused his book to be suppressed and publicly burnt, but the book and early memorials have been extensively read and have profoundly affected the opinions of educated China. It remains to be seen what the modifying effect may be of his later and more matured convictions.

With the visit to Shanhaiwan and Tang Shan the interest of our tour in China ended. Back to Tientsin we found no apparent symptom of disturbance, and on the morning of our departure for Taku, en route for Corea, we found at the railway station, since the scene of so much hard fighting, Dr. Tong, the Chinese director, who came to see us off. I have heard since with regret that his wife and child were killed by a Chinese shell in the bombardment of Tientsin.

And now, as I write, we stand face to face with one of the gravest problems of the century. From the ends of the earth, tens of thousands of the armies of Europe and America are hurrying to repulse the Legations of the Great Powers, or to exact a stern retribution. For over six weeks nearly one thousand foreigners have been shut up in Peking, and for a month no word has come from them. The Allied Powers will

go to Peking, and should the worst have happened, what then? It may not be without profit to remember that there are two Chinas—the China of the north of the Yangtze, and the China of the south: two Chinas speaking different languages, and entertaining for each other a mutual antipathy hardly less than that with which each regards the foreigner. At this moment the Chinese of Hongkong have collected 10,000 dollars to assist the Cantonese employed in Tientsin to escape to the south. Leaving out the great province of Szechuan, with its sixty-eight millions, which lies midway on the west, the population of the north and south of the Yangtze is in each case between 145 and 146 millions. But forecasts are vanity. When the wise men are gathered together to discuss the political future of one-third of the human race, who can foretell the solution of the problem?

## CHRISTMAS CARDS AND CALENDARS.

We are once again reminded of the approach of the festive season by the receipt of a box from Messrs. Raphael Tuck and Sons, containing a magnificent assortment of cards and calendars for Christmas and New Year distribution. No firm whose business it is to produce these artistic novelties has yet surpassed, if it has approached, Messrs. Raphael Tuck and Sons' productions, and it is really wonderful how the many designs have been thought of and created. They have published no less than 1,200 entirely new sets of cards, embodying some 3,000 individual designs, for the rapidly approaching season, and they rightly claim this to be a remarkable achievement, and an unprecedented one in their own annals. The majority of these designs are really beautiful and it is really wonderful to realise how successfully the printer has been able to reproduce so attractively the design and colouring of the artist. In fact the average student who dabbles in water-colours will involuntarily wish, on inspecting some of the designs, that he or she could paint as well. To those who prefer plain antique designs to those of floral and more elegant finish, Messrs. Raphael Tuck and Sons have provided an excellent assortment, whilst the humorous series form an important line. Among the series deserving special mention is the "Gem Pendant," a graceful double folding card of entirely new shape. This charming novelty is introduced in no less than 90 sets of the collection. Following these the "Pompeian" series, the "Patriotic," the "Gem Pendant," the "Art Bronze," the "Venetian," the "Cameo" leaders, the "Oak" plating panels, the "Flower Jewels," the "Empire," the "Wedgwood," the "Golden Medallion," and the "Ecclesiastic," vie with one another in artistic rivalry, while the "Field of Gold," the "Precious Metal," the "Turquoise," the "Hand-painted Celluloid," the "Satin," the "Embossed Celluloid," the "Art Wood," the "Fair Nature," the "Trailing Blossom," and many others.

The calendar number no less than 200 distinct designs, of which processes of production, chromolithography in its highest form heads the list, while the art of the engraver, both in line and mezzotint, and the different methods of photographing and phototyping, have all been requisitioned. Some of the foremost artists of the day have furnished the original designs.

The children have not been forgotten, for indeed Father Tuck will soon be as well known to the juvenile imagination as Santa Claus, and among the special features for children are the military cards, pictures of animals, and many handsome gift books of which the best Father Tuck's Annual and Father Tuck's Toy Books and an illustrated new edition of Grimm's Fairy Tales, a comprehensive illustrated Natural History, by Dr. Ridewood, D.Sc., F.L.S., of the Natural History Museum, illustrated Stories from both the Old and New Testaments, by Lady Magnus, Helen M. Barnside, and others. Messrs. Raphael Tuck & Son's cards are now on sale locally, at the booksellers and stores.

## CRICKET.

A cricket match was played at the Happy Valley on Wednesday, 14th November, between Queen's College and St. Joseph's College, and resulted in a victory for the former by 20 runs. The following are the scores:—

ST. JOSEPH'S COLLEGE.	
C. O'Brien (Capt.), b. Gulamali	0
A. Ribeiro, b. Gulamali	0
E. Kennedy, c. Kwong, b. Gulamali	7
H. Taylor, b. Humphreys, b. Gulamali	5
E. Bosa, c. Humphreys, b. Gulamali	5
Chan Yan, c. b. Gulamali	0
L. Remedios, not out	2
R. Bosa, c. b. Gulamali	0
P. Macdonald, b. Remedios	0
F. Kennedy, c. Kwong, b. Gulamali	1
J. Yoonovich, b. Gulamali	0
Extras	2
Total	22
QUEEN'S COLLEGE.	
Tsui Chan Fan, c. Chan Yan, b. Remedios	0
Si Shui Kwong, c. Chan Yan, b. Remedios	0
J. A. Barretto, c. Chan Yan, b. Remedios	1
E. Humphreys, c. O'Brien, b. Remedios	17
B. A. Inman (Capt.), run out	0
F. Ellis, b. O'Brien	9
E. S. Joseph, b. Remedios	2
C. Humphreys, b. Remedios	7
E. Gulamali, b. Remedios	1
E. Bupa, b. Remedios	1
H. Fucker, not out	2
Extras	2
Total	42

## HONGKONG VOLUNTEER CORPS.

Sixteen members competed in this competition on the Association Range. Owing to a high wind at 600 yds. the shooting was not up to the usual average. The best scores were:—

200-500-600 ft. cap.	10
Yds. rds. yds. points.	
Sep. Pullen	20 27 24 18 89
Gen. Baldwin	29 27 25 1 82
Gen. Duncan	29 33 16 17 82
Gen. Stewart	31 31 16 1 78
Pte. Sibbitt	24 19 19 16 77
Gen. Wilson	17 19 18 18 72
Sep. McLaughlin	15 14 23 21 71

## OLIVERS' FREEHOLD MINES, LIMITED.

Messrs. John Humphreys and Son inform us that in a letter they have received from Mr. J. W. Roberts, Consulting Engineer to the Olivers' Freehold Mines, Limited, dated 17th October, 1900, he writes as follows:—

OLIVERS' FREEHOLD.

I visited the Mines on the occasion of the clean-up at the beginning of the month. Work was proceeding as usual with fairly good results, all things considered. The stopes generally give promise of enabling us to maintain something like the present average for some time to come.

The quantity of stone crushed was 495 tons, which yielded 287 oz. of gold of the value of £1101-16-0, (after deducting bank charges) of £1101-16-0, or a little over £2-10-0 per ton. You will note that an improvement in the value of the gold has taken place since Mr. Webb took charge of the mine; this is the result of closer refining.

The total mining charges for the month were £1,137-17-6, made up as follows: wages £788-9-2, stores £349-7-6. Development account shows: shaft sinking, wages £112-9-7, stores £28-6-3 and timber £20-5-1; total £165-1-5, which, deducted from the total charges, leaves £999-16-1 against working account, showing a profit that on account of £101-18-0. If credit were taken for gold contained in slimmings (not crushed), and also in place, also public crushing, the month's return would more than cover all mine expenses.

Last month the shaft was continued on wages; the second hundred feet has been started at £2-10-0 per foot, the contractor finding all labour and supplies (excepting timber) and agreeing to put in ladders and cage-guides from 300 to 500 feet. When the contract is finished the shaft will be quite complete to 500 feet. A small reef has been going down the shaft for the last 20 feet, but it is of no value. At 500 feet should the reef, which is the same angle as in the levels above, we can expect to have to drive about 45 feet to intersect it.

A bulk parcel of ore from the end of the 300 level south was crushed for 4 dwts. per ton. This showed a decided improvement on a previous trial crushing and was water heavily impregnated with iron was flowing freely from the face—for 200 feet back from this point the drive had been perfectly dry—and the indications all round were favourable for further improvement. I let a contract to extend the level a distance of 100 feet at £2-10-0 per foot. The width of the level in the end I do not know. I anticipate that when the contractors get fairly going they will be able to keep five stampers going constantly. I intend to crush the whole of the stuff as broken, as at 4 dwts. per ton it will show 7-7 per ton over crushing and carting charges, which will go well towards defraying the cost of driving.

## TIENTSIN.

The Peking and Tientsin Times of the 3rd inst. has the following items of information:—Sir Claude and Lady Macdonald left Tientsin at noon on the 31st ult. They were met at the station by many Tientsin friends, and the senior military officers, to wish them bon voyage, besides a large number of laic friends. The Hongkong Regimental Band was also there. They embarked on H. M. S. *Endymion* for Japan.

The 14th U. S. Infantry from Peking left on 31st October last en route for Manila.

General Lorne Campbell, with the British column is expected here from Paofoing on Monday (5th inst.).

Part of the 1st Bengal Lancers entrained on the 2nd inst. en route for Hongkong where the whole regiment will winter. We very much regret the departure of the Lancers, who have done splendid work up here. The precise object of their withdrawal to Hongkong is not clear, but it is presumably thought they will be of valuable service in dealing with the difficulties arising in the Hongkong hinterland.

The Tongshan coal mines resumed work under the old management on the 25th October, though the Russian flag is still flying over the works.

In bidding farewell to the Hongkong Singapore Artillery, Sir A. Gaselee thanked them for their services on this campaign. It is the first time the Corps has been actively employed, and it will be a satisfaction to the Government to know that they have so efficient and useful a body of Native Artillery in the Far East.

The idea to which we referred last week about prospects improving for the Chinese after the Boxer closes seems to be quite universal, as the same argument was found in the letter to the Empress Dowager discovered in the possession of Chi Sin, the ex-member of the Tungli Yamen, captured by the Japanese in Peking.

Everyone is asking what has become of the large Japanese force that came to North China. Twenty thousand men can hardly melt into space; yet this is precisely what has happened if we are to believe the Japanese themselves, as according to the following return compiled by them, they have not a man in Peking; they were not represented in the Paofoing column either.

We know however where a few of them are in the Native City, where they are billeted out in two and three to a house. The troops remaining in this city after the departure of the Paofoing expedition are:—

British ..... 2,500 Infantry; 400 Cavalry; 4 guns.  
Russian ..... 1 company under a Captain.  
German ..... 2 battalions of marines; 90 engineers and 2 field guns.

French ..... 2 battalions of Infantry and 11 guns with gunners.  
American ..... 1,118 men of the 10th Regiment of Infantry, 330 of the 14th do.  
Italian ..... 445 Cavalry of the 6th Battalion. \*  
Austrian ..... 500 Infantry; 250 Marines; 2 machine guns.

The column that went to Paofoing, though they had no fighting at the city itself, had a sharp brush with the Boxers to the north-west of that city on the 21st ult. a strong reconnoitring force being sent out in that direction, which telegraphed the intelligence that the Boxers were there in some strength. Reinforcements went out, and the Bengal Lancers as on previous occasions did excellent work, some 300 of the Boxers being killed. On the 23rd ult., a force of Italians reconnoitring to the north of Paofoing also encountered a large body of Boxers, and had a near shave of being surrounded. We reinforced them in time to prevent this and the Boxers there were fairly wiped out.

On the approach of our column, the Paofoing officials went out to meet General Gaselee with presents and bribes, but they do not appear to have influenced his subsequent action. Paofoing undoubtedly made no resistance to the foreign force in accordance with Li Hung-chang's instructions, which were also responsible for the absence of fighting at Shanhai-kwan. But we wonder whether Li was also responsible for the effort made to "Square the Powers with a few hundred thousand taels!"

Paofoing is now being occupied in four divisions by the British, French, Germans and Italians, and there is probability that each Power will maintain a garrison there for the winter. A small force has also been sent on to Cheng-ting.

A big fight occurred in the passes between Shanai and Chihli on 27th ult. outside of Y-chow-h. N.W. of Paofoing between an

## Anglo-German force and Imperial troops.

We have not heard any particulars further than that there were no British casualties.

The Brigadier-General and Customs Officer at Chanking have each 40 small gunboats under their command, which were formerly intended for the escort of officials, etc. We hear how ever that now they are being overhauled and drilled every day with the greatest activity.

The route through the Imperial Palace Gate from the Chan-Mien Gate to the Forbidden City, Peking, is reserved for officers and orderlies proceeding to Court on Waldersee's quarters in the Palace of the Empress.

It is proposed to form an International Club in Peking somewhere in the vicinity of the Legations, with the object of promoting friendly intercourse between the officers of the various forces represented in the Capital.

## LATE TELEGRAMS.

NEWS VIA AMERICA.

## RUSSIA AND AN AMERICAN LOAN.

Chicago, 15th October.  
A Times-Herald despatch from Washington says:—Russia is after an American loan. It was learnt here to-day upon indisputable authority that the Russian Government has proposed to negotiate a loan in New York, and that a syndicate is now being organized to float it. The amount of the proposed loan, the rate of interest and the sale price of the bonds are not known, but it is understood that Russia wants \$50,000,000 in gold. Last spring the Russian Government negotiated a loan of \$20,000,000 in New York, but it is understood that very little if any of that money was sent to Russia. It was the Grampa at Philadelphia, for American locomotives and steel rails purchased for the Russian and Siberian Government railways. The proceeds of the present loan probably will be remitted directly to St. Petersburg and will doubtless put a stop to imports of gold from Europe to this country for a time.

It is significant that Russia has in vain tried to float a loan in Europe and has been compelled to turn at last to the United States. Last winter Russia sounded the London financiers on the subject of a loan. London would not look at the proposition. Berlin was in the meantime imposed by the laws of speculation and exploitation which has run over the empire during the last few years. The Germans said they had all they could do to keep their own house in order. Russia next appealed to France. Last August M. de Witte appeared in Paris. The Rothschilds were asked to float a loan, and the amount thereof has been stated at \$50,000,000 francs or about \$100,000,000. As yet the success of the loan has not been announced.

In this connection the Times-Herald correspondent discloses an important diplomatic secret. In all the negotiations which have taken place concerning Chinese trouble the United States has found Russia as determined as our own Government to maintain peace. The Russian Government has not only given the United States fair play as to the open door, but has more than once voluntarily declared that it has no intention of seizing any part of China—not even Manchuria. The explicitness of the Russian pledge as the Manchuria has greatly surprised other governments, for there had been a general suspicion that this promise was a good deal less than that of the Car. But there is no Russian pledge in black and white, and the surprised diplomats can do nothing but accept them.

## KRUZER MAY VISIT AMERICA.

New York, 16th October.  
A cable to the Sun from Brussels says: The Transvaal agency thinks that President Kruger will make a tour of European capitals and that he will visit President McKinley.

## BIG STORM IN SOUTH AFRICA.

London, 16th October.  
A despatch to the Daily Telegraph from Cape Town says that a tremendous storm there on Sunday blew a steam crane into the harbour in such a way as to block the entrance to the docks against large steamers. The accident caused several casualties.

## CHINESE SMUGGLED INTO THE U.S.

Vancouver, 16th October.  
The United States Government is making strenuous efforts to stop the wholesale smuggling carried on by Canadians, who are taking in to the United States hundreds of Chinese, destitute and diseased. The authorities are powerless to cope with the situation, owing to the unfriendly attitude of Canada. The smuggling goes on between the Chilli-wack mountains and Sumas, Wash., and the organized gangs of Canadian smugglers has no less than twenty-five trails marked out on maps. It would take a small army to guard all these trails, so that half of the roads to Uncle Sam's territory lie open to the Chinese. The Canadians sell these maps of the trails, with directions, to what they call "tramp Chinese" that is, Chinese who go in alone, for \$5 each. For showing the way across the border the charge Japanese \$10 a head and Chinese \$25 each, unless in a crowd of twenty, when they charge \$10 a head.

## SMALLPOX AT KLONDIKE.

Seattle, 16th October.  
Advice from Dawson, dated 3rd October, say smallpox has developed in the Klondike to a large extent in the preceding week or two. The officer in and at Grand Forks says, however, he has no doubt the disease will be stamped out soon.

## EARTHQUAKE IN ALASKA.

Seattle, 16th October.  
Advice received here to-day from Kodiak, Alaska, tell of a series of earthquakes which were felt in that place on October 9th. The trembling began at 2:25 a.m. and lasted at intervals for six hours. Much damage was done to property, but only one life was lost so far as can be ascertained at present. The first shock felt at Kodiak created havoc in the stores at that place. The Alaska Commercial Company lost about \$200 worth of drugs. At Wood Island the North American Company lost a quantity of breakable goods. The wharf at that place was also destroyed. Other people at the different places also lost breakable goods. In all twenty-seven distinct shocks were felt and the earth was in a continual tremor for six hours.

## BRITISH FINANCIALS AND THE AMERICAN MARKET.

New York, 16th October.  
A cable to the Times from London says: The American market is now closely watched by London financiers for pointers on the Presidential election. The imports of European gold into the United States have been expected, but idle speculators in the "Kaffir" pit have been surprised to learn from the press despatches that New York bankers had called in gold from South Africa. They did not know that any gold had been left in sight in that quarter. Financiers are commencing here on the long journeys made by gold. Banks in India have been buying gold in Australia for the purpose of obtaining specie with it, and this gold is now in transit from Calcutta to London for the purchase of silver. Lombard Street is wondering whether the long arm of the creditor coun-

## try may not intercept those shipments of Australian gold and divert them from London to New York.

\$5,000,000 MADE IN A DAY.  
New York, 16th October.  
Without even a single thought or wish, without the physical effort necessary to raise one finger, John D. Rockefeller, the Standard Oil Midas, made \$5,678,000 yesterday by the soaring of his Standard Oil stock. Higher and higher soared the golden-winged thing until from \$866 a share it reached the highest market price ever quoted, \$583. This meant in cold hard figures that Mr. Rockefeller benefited to the extent of just \$17 on each share of his stock. Rockefeller is simply passive. Rockefeller owns at least 33 per cent of the \$1,000,000 of Standard Oil capital stock. His income upon his holding has been 33 per cent. thus for this year. A 12 cent dividend will probably be paid. It will be 50 per cent. Holding 334,000 shares of this gift-edged paper, Rockefeller's profits yesterday were \$5,678,000. All of his interests make up an annual income estimated at \$75,000,000.

## SIR HENRY ACLAND DEAD.

London, 10th October.  
Sir Henry Wentworth Dyke Acland, Radcliffe Librarian at Oxford University since 1851, died to-day, aged 85. Sir Henry Acland was born in 1810. From Harrow he proceeded to Christ Church, Oxford, having obtained a B.A. in 1834. In 1851 he became Radcliffe Librarian, a post he held until his death. From 1857 to 1894 he was Regius Professor of Medicine at Oxford. He attended the Prince of Wales as honorary physician in his American tour in 1860, and his numerous distinctions included honorary degrees, decorations and memberships of royal commissions and scientific societies at home and abroad. His writings include treatises on medical topics. Formerly he was a great yachtsman.

## PENNSYLVANIA STRIKE RIOTS.

Leamouth (Pa.), 16th October.  
About 1,500 men and sixty women and girls marched eighteen miles from the south side of the Hazleton region during the night for the Panther Creek Alley, where they expected to close the ten colonies of the Lehigh Coal Navigation Company; but just as the weary marchers were nearing their destination three companies of infantry, and at the point of the bayonet, were driven back four miles to Tamaqua and dispersed. Another crowd of 800 strikers from the north side of Hazleton also marched here and succeeded in closing the company's No. 1 colliery at Lehigh, near Mammoth, but the strike was scattered. The presence of the soldiers was entirely unexpected, and the strikers were much crestfallen that they failed in accomplishing the object of their long march.

## ALEUTIAN ISLANDERS DYING OUT.

Port Townsend (Wash.), 16th October.  
The United States revenue cutter *Albatross* arrived to-day from an eventful cruise in the Behring sea. During her cruise she steamed about 1,500 miles and rendered assistance to eighteen vessels in distress along the Alaska coast, besides doing patrol duty in the interest of sealing. Captain Cushing reports finding the natives in a wretched condition, suffering from hunger and disease. The *Albatross* was engaged in taking the census of the islands on Attu found only seventy-three persons, including men, women and children. On Adka island, the largest of the Aleutian group, 137 remain of a once numerous tribe, and since leaving that island twenty-seven deaths were reported to Captain Cushing. At the present rate of decrease Captain Cushing predicts that the Aleutian islanders will soon become extinct.

## LONDON PLAGUE STORY.

London, 16th October.  
The medical authorities of St. Stephen deny that the suspicious case of sickness reported at that place is a bubonic plague.

## MASSACRE OF EUROPEANS IN EAST AFRICA.

Rome, 17th October.  
The *Tribuna* publishes correspondence to-day from Ashmara, southwest of Massowah, describing the massacre of an expedition to Lake Asal. The expedition is said to have been composed of British, but it is more likely that the members were French, as the lake is situated in possessions ceded to France by Emperor Menelik of Abyssinia. It seems that the natives obtain the tax on salt exported. The natives replied that they had no money, but would give cattle. To this the chief of the expedition agreed. Thereupon a large number of natives entered the camp of the expedition on various pretexts and massacred the disarmed members during a bivouac. A second expedition was sent to assist or avenge the first, but it is believed that this also met with a similar fate.

## SERIOUS ILLNESS OF KING OF SWEDEN.

London, 17th October.  
King Oscar's illness, says a despatch to the *Daily Mail* from Stockholm, has developed into a serious inflammation of the lungs. The Crown Prince has been appointed regent.

## LATEST STEAMER MOVEMENTS.

The steamer *Catherine Apear*, from Calcutta, left Singapore for this port on Wednesday afternoon, 14th inst.  
The N. Y. K. steamer *Kuwa Maru* (Australian Line) left Kolo via Kogi and Nagasaki for this port on the 14th inst., and is expected to arrive here on the 20th inst.  
The steamer *Calcutta* left Singapore on the 14th inst., and is due in Hongkong on the 19th inst.  
The steamer *Achilles* left Singapore on the 15th inst., and is due in Hongkong on the 20th inst.  
The Imperial German mail steamer *Sachsen*, which left here on the 17th October, arrived at Genoa on Wednesday, p.m., the 14th instant.

## EXPORT CARGO.

Per steamer *Idomenes*, sailed on the 31st Oct. For London:—6,662 bales hemp, 550 bales waste silk, 41 bales canvas, 157 cases preserves, 1,611 cases preserves, 50 cases Chinaware, 6 cases blackwoodware, 10 cases cigars, 30 cases essential oil, 42 bags copra, 23 bags gum, 675 pkgs. crackers, 196 pkgs. shell, 51 pkgs. agricultural. For Liverpool:—50 pkgs. preserves, etc. For Manchester:—1 case silk. For Glasgow:—50 cases ginger, 3 cases onions. For Dundee:—50 cases preserves. For Hamburg:—3 cases shell. For London opt. Manchester:—175 bales waste silk. For London opt. Hamburg



## NEW ADVERTISEMENTS

## NOTICE.

WE have This Day REMOVED our Offices to 2nd Floor, No. 7, QUEEN'S ROAD.  
W. M. MEYERINK & CO.  
Hongkong, 15th November, 1900. [2899]

## WANTED.

AGENTS for the SNAKES of SOUTH CHINA.  
Apply—  
Capt. F. WALL, I.M.S.,  
Hongkong, 16th November, 1900. [2900]

## TO LET.

FROM 15TH DECEMBER.

LUGINSLAND EAST.  
Apply to—  
ARNHOLD, KARBURG & CO.  
Hongkong, 16th November, 1900. [2901]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship  
"HAILONG."  
Captain Bathurst, will be despatched for the above port TO-MORROW, the 17th inst., at Noon.  
For Freight or Passage, apply to—  
DOUGLAS LARBAIK & CO.,  
General Managers.  
Hongkong, 15th November, 1900. [2895]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to TRIESTE.)

THE Company's Steamship

"MARIA TERESA."  
Captain T. Rasewich, will be despatched as above on THURSDAY, the 6th December, P.M.  
For information as to Passage and Freight, apply to—  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 16th November, 1900. [2902]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).  
THE Company's Steamship

"ACHILLES."  
Captain Brown, will be despatched as above on TUESDAY, the 20th December.  
For Freight, apply to—  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th November, 1900. [2903]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"SILESIA."  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whose delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 21st November, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st November will be subject to rent.  
Bills of Lading will be countersigned by—  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 14th November, 1900. [2904]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."  
having arrived from the above Ports. Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after Noon, the 17th inst., will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by—  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 15th November, 1900. [2896]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—

Leading Articles:  
Affairs in North China.  
American Policy in the East.  
Chinese Labour in Malaya.  
Lime-washing in Our Villages.  
The Problem of Next Century.  
The Crisis: Telegrams.  
The Typhoon.  
The Crisis in China.  
Admission of Soldiers.  
St. John Ambulance Association.  
The Catholic Organ Recital.  
The China Association and the Government.  
Home Life of Chinese Women.  
The Attack on the Japanese Emperors.  
Canton.  
Macao.  
Wuhaiwei.  
Kienyang.  
Sandakan.  
Hongkong Cotton Spinning, Weaving, and Dyeing Co.  
Oliver Freshold Mines.  
Correspondence.  
Supreme Court.  
Police Court.  
Football.  
Interport Shooting Match.  
Hongkong Volunteer Corps.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance; postage, \$3.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 16th November, 1900.

## NEW ADVERTISEMENTS

## FROM HAMBURG, ANTWERP, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA."  
Captain Forst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 15th inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.  
No Fire Insurance has been effected.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 15th November, 1900. [2898]

ENTERTAINMENTS.

THEATRE ROYAL, CITY HALL.

TAYLOR-CARRINGTON SEASON COMMENCES

TO-MORROW (SATURDAY), Nov. 17th.

Production for the First Time in China of the Irish Comedy-Drama

HOME RULE.

Notes.—The whole of the scenery used to illustrate this play has been brought from Australia by the TAYLOR-CARRINGTON Management, and constitutes a series of effective stage pictures never equalled in China except by the works of art presented by the BECHON COMPANY in staging their productions.

THE SPECIAL ITEMS OF SCENIC ILLUSTRATION ARE:—

DONNYBROOK FAIR.

TILE GLEN VOIR.

THE DEVIL'S GORGE.

THE RUINS OF ST. KEVIN'S.

THE BLACK LAKE.

All Works of Art—All Effective Stage Pictures.

TO-MORROW (SATURDAY), Nov. 17th.

Reserve Plan now open at ROBINSON PIANO Co.

Admission Rates—\$3, \$2 and \$1.

Military and Naval Men in Uniform half-rates to 2nd and 3rd Seats.

MR. C. E. CLITHEROW, Advance Representative.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL give TWO PERFORMANCES OF THE COMEDY, Entitled,

"OUR FLAT,"

IN THREE ACTS.

on SATURDAY, 24th November, and MONDAY, 26th November, 1900.

Commencing each Evening at 8 P.M. precisely. Dress Circle, \$3; Stalls, \$2; Pit, \$1.

Half-price to pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, 19th November, at 10 A.M.

Booking Office will be open daily from that date from 10 A.M. to 4 P.M.

Late Trans will run 1/2 of an hour after the fall of the curtain.

H. C. NICOLLE, Acting Manager

Hongkong, 12th November, 1900. [2867]

GOVERNMENT NOTIFICATION.

No. 1187.

TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to Noon on FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403.)

Length 90 feet over all.

Breadth not less than 17 feet.

Maximum draft 7 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9 1/2 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be disposed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga crooks for frames, &c. with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tender must state the price—1st. with fittings to burn liquid fuel—carrying a sufficient supply to steam about 500 knots—2nd. with fittings for burning wood fuel—3rd. with fittings which can be altered for burning liquid or wood fuel—found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tug.

One short mast forward for light and signalling and a teak wood dinky to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's Office, Singapore, 22nd October, 1900. [2814]

R. J. BEMERSON, FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 percent Discount Allowed. [1836]

## PUBLIC COMPANIES

## THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, TO-DAY (FRIDAY), the 16th day of November, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July last.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.

W. HUTTON POTTS, Secretary.

Hongkong, 16th November, 1900. [2779]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of \$9 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded—that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

By Order, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th November, 1900. [2903]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND, on account of the year 1900, at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th inst., on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply to the Company's Office for their Warrants.

The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER OF SHARES will be CLOSED from WEDNESDAY, the 21st inst. until FRIDAY, the 30th inst., both days inclusive, during which period no Transfer of Shares can be registered.

By Order—A. H. MANCELL, Secretary.

Hongkong, 9th November, 1900. [2848]

TEBBRAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Interest at the rate of \$10 per cent. per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 8th November, 1900. [2839]

THE HONGKONG STEAM WATERBOAT COMPANY, LIMITED.

CAPITAL... \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.

LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO. (Ld.).

CHAUSIUKI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO. (Ld.).

MANAGER, J. W. KEW, Esq.

BANKERS, THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS, MESSRS. WILKINSON & GRIST.

OVER 5,000 Shares have been ALREADY ALLOTTED.

The Shares List will Close on the 30th November, 1900.

Application Forms may be had at the Company's Bankers' Offices, HONGKONG AND SHANGHAI BANK, and at the Company's Solicitors' Offices, MESSRS. WILKINSON AND GRIST.

PROSPECTUS.

The object for which it is proposed to form the above Company is the acquisition and extension of the business now carried on by Mr. J. W. Kew, of supplying with fresh water the ships entering the harbour of Hongkong.

In consideration of the transfer by the vendor to the Company of his steamboat, pump, hose, good-will, &c., he receives the sum of \$85,000.00 of which he is willing to take \$20,000.00 in fully paid up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent. to the shareholders, for the first two years of the existence of the Company.

Hongkong, 9th November, 1900. [2847]

RESCUE OF THE STEAM-LAUNCH "TUNG-LI."

OUR Launch "TUNG-LI" was in considerable danger during the Typhoon of the 10th inst. At a very critical moment the Captain of H.M.S. "Astron" sent a boat to the Rescue and all the Crew were thus saved from a watery grave. At last we have found the name of the good Captain to be A. D. FAIRER. Consequently we print this notice in the News-paper to thank him and the Crew of the boat, and we can never forget his great benevolence.

CHIAN WING, Agent.

(Signed) A. SAN & OTHERS, Coxswain and Sailors of Steam Launch Tung-Li.

Hongkong, 13th November, 1900. [2875]

KOWLOON HORSE REPOSITORY.

I BEG to inform my Patrons and the Public generally that SEVERAL EXTRA STALLS for STABLES and PONIES have been Erected in the above Repository, and be LET at MODERATE RENT from the 15th inst.

Gentlemen desirous of stabling their Ponies in these Stalls are requested to kindly notify the same to—

M. PEREIRA, No. 4, St. Francis Street.

Hongkong, 13th November, 1900. [2890]

## INSURANCES

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [286]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [52]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.

£1,000 in case of natural death.

£1,000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

£26 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to J. Y. V. VERNON, Agent.

Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [1512]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 1st August, 1900. [1794]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [24]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899: £4,409,069.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [24]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARBAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [27]

WANTED A CLERK with a knowledge of BOOK-KEEPING.

Apply by letter to—"ACCOUNTS," Care of Office of this Paper.

Hongkong, 6th November, 1900. [2819]

EUROPEAN CLERK WANTED by a German Firm.

Apply to—X. X. X., Care of Office of this Paper.

Hongkong, 28th October, 1900. [2760]

SITUATION WANTED.

CHEMIST, with German Government Certificate, Manager for several years, experienced in Aniline Colours, Chemical Preparations, Alabaster, Oils, &c., &c., E. PUHLMAN, Hohow (China).

Hongkong, 14th November, 1900. [2887]

GOLD STORAGE.

THE HONGKONG TOBACCO COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.

Hongkong, 17th February, 1899. [189]

## BANKS

## THE BANK OF TAIWAN (FORMOSA), LIMITED.



HONGKONG  
BUSINESS DIRECTORY

**AUCTIONEERS, &c.**  
PAUL BREWITT,  
2 Zealand Street, Auctioneer, Appraiser  
and Commission Agent.  
HUGHES & HUGHES,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.  
V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE  
WESTERN HOTEL.  
BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.  
BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Almeida Street, Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

"THE PHARMACY,"  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

"THE VICTORIA DISPENSARY,"  
Chemists and Druggists, High-class Aseptic  
Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIAN'S HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CUBIC DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 58a,  
Queen's Road Central.

## DENTISTS

WONG HOI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPEES

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 47 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's xxx,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.  
WILLIAM WHITLEY, Manager.

## FURNITURE WAREHOUSEMEN

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DOCK No. 1 (at TATEGAMI).  
Extreme Length 523 feet.  
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Extreme Length 371 feet.  
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FILTERED WATER.  
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Hongkong, 9th October, 1895. [716]

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Hongkong, 10th September, 1899. [2724]

NOTICE  
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Amoy, 10th October, 1900. [2636]

A CHINESE MINISTER'S  
OUTSPOKENNESS.

In the forthcoming number of *Cranston's Magazine*, which is making a new start this month on broader lines, there appears an interesting interview with the Chinese Minister in London, who expresses his views on the present crisis in China with a freedom which is more characteristic of the country he resides in than of that which he represents. He does not hesitate to ascribe the recent troubles to the predominance of Manchu influences.

"It is very important," he says, "to understand the distinction between the pure Chinese and the Manchus. The enlightened part of the Chinese population, including all the Chinese Viceroys and Governors, condemn the Boxers' movement. They have no sympathy with it. With the Manchus and Viceroys the case is different. They have the advantage over the Chinese officials of getting their points without the same rigorous examination tests. But this privilege means that as a class they are less educated. All Chinese disciples of the great ethical teacher Confucius know that many of the things said by the Boxer leaders were less enlightened. No educated Chinese would believe, for instance, that the guns used by the foreigners would prove harmlessness in battle. I should never have supposed that a Manchu Mandarin could believe such a statement. It has been a revelation to me, I confess. We Chinese, and especially in the ports and along the coast, see the great advantages of free intercourse with foreigners, the value of a free exchange both of ideas and commodities. Mental and material improvement should progress together. We would never think of shutting ourselves up again in our olden 'splendid isolation.' The Manchus on the other hand believe that it is dangerous to have free communication with the foreigners. For one thing, the foreigners have the doctrine of freedom. If that be introduced into China, the powers and privileges of the Manchus officials will soon be gone. If there is to be free competition of talent, there can no longer be a class monopoly of offices. The Manchus think they should have a monopoly of the high offices of the Empire without any exertion. So they are all Conservative while the Chinese are more Liberal."

After describing Kang Yu-wei's schemes of reform as crude and foredoomed to failure, he continues—

"The old, especially the Manchus, Mandarins threatened by the reform schemes of Kang Yu-wei made the Empress the head of the reactionary party and then demanded the arrest of the reformer. Kang became a political refugee, but the power of Great Britain protected him. I well understand that that was not from any partiality, but simply because it was the British tradition. All Chinese political offenders come to London—it is their exile-world. But our high officials in Peking thought it was a case of foreign partiality towards this so-called reformer. I was ordered to ask Lord Salisbury to give up Kang, who was then a refugee in Hongkong. Lord Salisbury replied, 'I cannot do it, and he told me how Lord Palmerston, though he had even a larger majority than the present British Government, was defeated in the House of Commons and turned out of office for having proposed, in order to please Napoleon III, a measure which was regarded as destroying the right of asylum for political offenders in England. Lord Salisbury asked me if I wished him to suffer that fate. It is the tradition of England; but our high Mandarins did not know that. So there was more irritation against the foreigners.'"

Nevertheless Chih Chen Lo, Pong-Lah, is of opinion that the old order of things cannot be maintained.

"Ultimately China must adopt constitutional government. The old despotic and absolute Monarchy won't do. The precept of Confucius, which supports it, bears, I think, a different interpretation. It was, he said, both the merit and demerit of his system that he advocated implicit obedience to the orders of the Sovereign. My interpretation of that is that in nations as in individual life, when we are in a minority during childhood, parents should exercise unlimited authority; but that when we are fully grown, though a certain amount of respect is due, we reach a freer status. National life reaches this adult stage when the governed are as enlightened as, or more enlightened than, the governing class. The old degree of obedience to the Sovereign could not then be required. That is what I think Confucius meant. I cannot see, for instance, that there would be any justice in a demand for implicit obedience if the man at the helm of State should go madly in support of a Boxer movement so as to endanger the destiny of 400 millions of people who were quite innocent. I hope that financial, educational, and judicial reforms will be introduced after this crisis is over, and I would even say—as a representative of my country as well as of my Government—that I hope the Powers will insist on reforms."

## A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen months I was a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time I sought a cure, but after using everything I heard of, such as, amulets, electricity, Turkish Baths, and above all, useless employing physicians, I considered myself hopeless, especially so when the last physician told me that he would not, except any more money from me, as the case was beyond the human grasp. At this time I noticed your advertisement in one of the monthly papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised after using 2 to 3 bottles. I was greatly improved and the continuance of my wonderful remedy cured me, with the help of God, of Rheumatism.

For my past ailments do all in my power to spread this remedy. Sold at 1/- per bottle. Agents for Hongkong: "THE VICTORIA DISPENSARY, LD."

## THE VOULET-CHANOINE AFFAIR.

## THE VOULET-CHANOINE AFFAIR.

For some time past a heated controversy has been carried on in the French Press with regard to the exact circumstances under which Captain Voulet and Chanoine met their death in the vicinity of Zinder, after having fired upon the column which was sent to overtake them, and which was commanded by Colonel Klob, who had orders to supersede Captain Voulet in the command of the Mission. The *Matin* publishes what it declares is the true version of the affair.

When Colonel Klob and Lieutenant Meynier overtook the Voulet-Chanoine Mission, the latter, which was some three thousand strong, including the native followers, was operating in four separate divisions in search of water. Three of these Columns were respectively commanded by Captain Faller, Chanoine, and Voulet, the fourth, consisting of the baggage and sick, being ten miles in the rear, under the command of Dr. Henric. Colonel Klob came up with the division under Captain Voulet, and summoned him to stop. The relations between these officers had already been strained, and in a moment of passion, at seeing the fruits of his labours wrested from him, Voulet gave the order to fire, Colonel Klob being killed and Lieutenant Meynier wounded. But hardly had Voulet committed the act when he realised the consequences. He hastened to attend to the wounds of Meynier, and placing him upon a horse took him back to Dr. Henric. The doctor told him he was an assassin, and that there was no longer anything in common between them. Voulet then started off to join Chanoine. The latter, on hearing the story, congratulated his colleague, shook hands with him and declared that had he been in his place he would have done the same.

When the contingents concentrated at nightfall, Voulet and Chanoine again explained the situation. All thought of turning back was out of the question, and two sergeants, who believed they could answer for the remainder of the Mission, acquiesced in the proposition that they should proceed, and found an Empire in which everyone would have his share of influence and plunder. But during the night the men talked the situation over, and it was resolved to abandon the two officers. When the bugle sounded for the morning meal, the Mission under Captain Faller moved into column and marched away. Chanoine, surprised at the sudden silence of the camp, rushed out, jumped on his horse, and, overtaking the natives, commenced to abuse them. As though of their own accord, the riders were raised and shouldered, and in less time than it takes to tell (for Chanoine, by his violence and brutal procedure, was hated by the Mission) the natives, both men and women, the *Matin* declares, flung themselves upon his body and beat it. The following night, thirty hours after the death of Chanoine, an auxiliary sentinel fired at a shadow which was roaming about the vicinity of the camp. It was Voulet, who, finding himself alone, and feeling that he was lost, was endeavouring to rejoin the Mission.

Prevention, says the proverb, is better than cure. So it is, and vastly easier. That is, when you know how to prevent. The town of London would not have been scourged by the plague if the people had known how to prevent it. But they did not, and so they were swept away like grass before the scythe.

When you see the yellow.

In a letter dated a few weeks ago, written at her home, Grickeston Cottage, near Chipping Solihull, Gloucestershire, Mrs. Arkwell says:—"What my complaint was I could not have told you. I had no appetite and felt a good deal of pain after the slender meals I took. In a short time I got to be so swollen around the waist that my clothes were too tight for me."

The letter, written by Mrs. Arkwell, caused by the imperfect action of the kidneys, caused in its turn by the original complaint of the stomach and liver. But this fact also was a sealed book to the suffering woman—as it is to ninety-nine per cent. of the people.

"My breathing was short and hurried," continues Mrs. Arkwell, "and I had pain at the heart and the left side. Every morning I began the day tired and miserable from want of rest and sleep. At last I was so weak that I had to use sticks to get about."

For seven months I was confined to my bed, and though I should never be well again, I was no better for doctors or medicines. After three years of this my husband heard people praising Mother Seigel's Syrup somewhere, and also read about it in the papers. He was so convinced it would help me he wanted to try it. To please him I did try it, and in a short time I had much less pain, and food began to agree with me.

I kept on taking the Syrup, gradually improving, until I was well and strong as ever. All the people in the district know of my case, and you are welcome to tell everybody else."

But those signs! the yellow skin and eyes, etc. They indicate stomach and liver failure. The you see them—that they take Mother Seigel's Syrup.

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NAVY & MILITARY TAILOR,  
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No. 45, QUEEN'S ROAD CENTRAL.  
Hongkong, 10th October, 1900. [2682]

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KELANG GROWN  
TARPAULING  
ARNOLD KARBING & CO.  
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From the 1st December Next.  
"INGLEWOOD,"  
A FIVE ROOMED HOUSE, with TENNIS COURT.

"STONY BROOK COTTAGE,"  
A FOUR ROOMED HOUSE with GARDEN.

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HUMPHREYS ESTATE AND FINANCE CO. LIMITED.  
Hongkong, 31st October, 1900. [2545]

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FROM the 1st October—FOUR ROOMS and COMPILODE OFFICES on the 1st Floor No. 16, Des Vaux Road.

Apply to—  
SEE WO.  
Hongkong, 19th September, 1900. [2544]

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"THE EYRIE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the Peak. For Terms and Particulars, apply to—  
R. C. WILCOX,  
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Hongkong, 6th November, 1900. [2522]

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Hongkong, 30th October, 1900. [2772]

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A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

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Hongkong, 16th July, 1900. [2545]

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ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS, MOUNT KELLET, PEAK.

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TOP FLOOR of the GODOWN No. 2A, BLUE BUILDINGS.

A HOUSE in RIFON TERRACE.  
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Hongkong, 9th October, 1900. [61]

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MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2547]

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COMFORTABLY FURNISHED ROOMS, with Board.  
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Hongkong, 1st January, 1892.

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MRS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
PILGRIM'S, SUFOLK, ENGLAND.  
Hongkong, 28th August, 1900. [2293]

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A. CUNNINGHAM,  
Manager.  
Hongkong, 4th October, 1900. [2537]

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Have for Sale,  
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rags and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.  
Hongkong, 8th November, 1900. [2795]

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HUGHES & HUGHES,  
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LONDON VIA SUEZ CANAL	AXA	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	CANTON	Jap. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON VIA SUEZ CANAL	ACHILLES	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	PYTHAGORAS	Brit. str.	—	McLachlan	BUTTERFIELD & SWIRE	On 1st Dec.
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MAHSEILLES, &c. VIA PORTS OF CALL	TOKIN	Frein. str.	—	N. Treant	NIPPON YUSEN KAISHA	On 19th inst. at 1 P.M.
MAHSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AWA MARU	Jap. str.	—	Förck	CARLOWITZ & CO.	On 30th inst. at Daylight.
HAVRE, BREMEN & HAMBURG V. COLOMBO	SWEDIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On 19th inst.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 29th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Hansen	CARLOWITZ & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	HILDALEN	Brit. str.	—	F. G. Spence	DODWELL & CO. LIMITED	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	T. Rasserich	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	F. G. Spence	McGREGOR, BROS. & CO.	On 25th inst.
NEW YORK	GLENGARRY	Brit. str.	—	O. P. Marshall, R.N.R.	ARNOLD, KARRER & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	R. MORROW	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Jap. str.	—	T. M. Stevens & Co.	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
PORTLAND, OREGON VIA JAPAN	RIOJUN MARU	Ger. str.	—	O. & O. S. S. Co.	TOTO KISEN KAISHA	On or about 27th inst.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Brit. str.	—	E. W. Haswell	PACIFIC MAIL S. S. CO.	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	P. Craglietto	BUTTERFIELD & SWIRE	On 4th Dec. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	G. K. Wright	NIPPON YUSEN KAISHA	On or about 30th inst.
SAN DIEGO, &c. VIA KOBE, &c.	CARLEISLE CITY	Brit. str.	—	G. E. Cook	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
AUSTRALIAN PORTS.	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
YOKOHAMA, VIA NAGASAKI, &c.	SILEZIA	Amr. str.	—	Durrando	MESSAGERIES MARITIMES	To-day at 4 P.M.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	H. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	F. Mores	SANDER, WIELER & CO.	On or about 20th inst.
SHANGHAI	LOONGMOON	Frein. str.	—	A. L. Valentini	DOUGLAS LARBAIK & CO.	On or about 23rd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONS	Frein. str.	—	Bathurst	MITSUBI BUSSAN KAISHA	On 18th inst. at Daylight.
SHANGHAI & JAPAN	MAZAGON	Amr. str.	—	K. Hasegawa	MITSUBI BUSSAN KAISHA	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	GRIZELA	Brit. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
SHANGHAI	CLYDE	Brit. str.	—	K. Suzuki	SHEWAN, TOMES & CO.	On 23rd inst. at 4 P.M.
SWATOW	HAIDONG	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst.
SWATOW, AMOY & TAMSUI	TAMU MARU	Jap. str.	—	J. G. Spence	DAVID SASSOON, SONS & CO.	To-day, at 3 P.M.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	T. Rasserich	SANDER, WIELER & CO.	On 6th Dec. P.M.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—			
MANILA	PERLA	Brit. str.	—			
MANILA, ILOILO & ZEBU	KASUGA MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA	KAIFONG	Brit. str.	—			
SINGAPORE & BOMBAY	LIGHTNING	Brit. str.	—			
	MARIA TERESA	Ans. str.	—			

## SHIPPING.

## ARRIVALS.

Nov. 14, KUMANG, British str., 2,078. E. J. Buller, Singapore 8th Nov. General—JARDINE, MATHESON & CO.

Nov. 14, WONGUNG, British str., 1,030. M. Down, Wulu 8th Nov. and Chungking 9th, General—BUTTERFIELD & SWIRE.

Nov. 14, BILBAO, Austrian str., 2,640. Craglietto, Yokohama and Kobe 7th November, General—SANDER, WIELER & CO.

Nov. 15, LOONGMOON, German str., 1,245. Schultz, Canton 14th November, General—SIEMSEN & CO.

Nov. 15, AMERICA MARU, Japanese str., 3,446. P. H. Goings, San Francisco 17th October and Shanghai 12th November, Mails and General—TOTO KISEN KAISHA.

Nov. 15, ARAGONIA, German str., 3,324. F. Forst, Singapore 8th Nov. General—SIEMSEN & CO.

Nov. 17, TRINAN, British str., 1,450. Anderson, Hongkong 13th Nov. General—BUTTERFIELD & SWIRE.

Nov. 15, KONG BEE, British str., 2,056. Peters, Liverpool 8th Nov. General—CHINESE.

Nov. 15, HAIDONG, British steamer, 781. H. Bathurst, Haiphong 13th Nov. Rice—DOUGLAS LARBAIK & CO.

Nov. 15, SULLBERG, German str., 782. J. Jesson, Canton 15th Nov. General—SIEMSEN & CO.

Nov. 15, BENCLUTHA, British str., 1,320. C. Stewart, Shanghai via Amoy 10th Nov. General—CHINESE.

## CLEARANCES.

At the Harbour Master's Office.  
15th November.

Hakata, German str., for Hongkong.  
Loongmoon, German str., for Shanghai.  
Hakata Maru, Japanese str., for Singapore.  
Eastern, British str., for Port Darwin.  
Feiching, British str., for Haiphong.  
Decima, German str., for Saigon.  
Benclutha, British str., for Canton.

## DEPARTURES.

Nov. 15, FEICHING, British str., for Haiphong.  
Nov. 15, ULXESSES, British str., for Shanghai.  
Nov. 15, TIALES, British str., for Swatow.  
Nov. 15, CHINGTU, British str., for Yokohama.  
Nov. 15, HAITAN, British str., for Swatow.  
Nov. 15, BENCLUTHA, British str., for Canton.  
Nov. 15, DECIMA, German str., for Saigon.  
Nov. 15, KONIG ALBERT, Ger. str., for Shanghai.

## VESSELS IN DOCK.

At the Harbour Master's Office.  
15th November.

Loongmoon, German str., for Hongkong.  
Hakata Maru, Japanese str., for Singapore.  
Eastern, British str., for Port Darwin.  
Feiching, British str., for Haiphong.  
Decima, German str., for Saigon.  
Benclutha, British str., for Canton.

## SHIPPING REPORTS.

The British steamer *Haiphong*, from Haiphong 13th inst., has fresh N.E. wind, moderate sea and clear weather.

The British steamer *Kumung*, from Calcutta and Singapore 8th inst., had light northerly winds and sea weather: to lat. 15° N., from lat. 15° N. to lat. 18° N. strong monsoon and high sea; and from thence to port moderate N.E. wind and fine weather.

The British steamer *Benclutha*, from Shanghai via Amoy 10th inst., had moderate to fresh N. and N.E. gale with heavy sea and more or less rain, arriving at Amoy at 11 p.m. on the 12th inst. Left again at 4.10 p.m. on the 13th. Had moderate to fresh N.E. and N. winds and strong following sea, with showers of light rain to Breaker Point; from thence to port moderate N.N.W. winds, with easterly swell and passing showers.

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Screw Steamship  
"KASUGA MARU."  
(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess' berth.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 16th November, 1900. [2892]

## VESSELS ON THE BERTH

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING."  
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 16th inst., at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 13th November, 1900. [2860]

## FOR SHANGHAI.

THE Steamship  
"LOONGMOON."  
Captain F. W. Schulz, will be despatched for the above ports TO-DAY, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 14th November, 1900. [2890]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"PERLA" (late "MENMUR").  
Captain R. W. Almond, will be despatched as above TO-MORROW, the 17th instant, at DAYLIGHT.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th November, 1900. [2884]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, PUEBLO AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AMERICA, MADRAS, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS.)

THE Company's Steamship  
"BILISIA."  
Captain P. Craglietto, will be despatched as above TO-MORROW, the 17th inst., P.M.

For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 7th November, 1900. [6]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship  
"TAMU MARU."  
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 18th inst., at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 12th November, 1900. [15]

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"HILLGLEN."  
will be despatched for the above port on or about the 26th November, 1900.

For Freight, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 25th October, 1900. [2410]

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"DEVONSHIRE."  
will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 9th November, 1900. [2885]

## HAMBURG-AMERIKA LINIE

## (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA Capt. Förck	{ HAVRE, BREMEN, HAMBURG } (via COLOMBO) (London with transshipment in Hamburg)	On 19th November.
AMBRIA Capt. A. Wagner	{ HAVRE & HAMBURG } (London with transshipment in Hamburg)	About 6th December.
ARAGONIA Capt. Forst	{ HAVRE & HAMBURG } (London with transshipment in Hamburg)	About 20th December.
WITTENBERG Capt. Hempel	{ HAVRE & HAMBURG } (London with transshipment in Hamburg)	About 30th December.
SAMBIA Capt. Schmidt	{ HAVRE & HAMBURG } (London with transshipment in Hamburg)	About 8th January.

For further particulars as to Freight, Passage, etc., apply to

## CARLOWITZ &amp; CO.,

HAMBURG-AMERIKA LINIE. NORDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	{ KOBE and YOKOHAMA } FRIDAY, 23rd Nov. at DAYLIGHT.	
KASUGA MARU E. W. Haswell	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE } FRIDAY, 23rd Nov. at 4 P.M.	
RIOJUN MARU J. W. Ekstrand	{ VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJO, KOBE and YOKOHAMA } SATURDAY, 24th Nov. at 4 P.M.	
SHINANO MARU G. E. P. Cook	{ NAGASAKI, KOBE and YOKOHAMA } MONDAY, 26th Nov. at NOON.	
AWA MARU N. Treant	{ MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 30th Nov. at DAYLIGHT.	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	{ MAGAZON } { R. T. L. Cook, R.N.R. }	{ About 20th Nov. }	Freight only.
SHANGHAI	{ CLYDE } { A. L. Valentini }	{ About 23rd Nov. }	Freight or Passage.
LONDON, &c.	{ COROMANDEL } { F. W. Vibert, R.N.R. }	{ Noon, 24th Nov. }	See Special Advertisement.
LONDON	{ CANTON } { C. F. Lockstone, R.N.R. }	{ About 29th Nov. }	Freight or Passage.
YOKOHAMA VIA NA- GASAKI & KOBE	{ JAPAN } { G. K. Wright }	{ About 30th Nov. }	(Passing through the Inland Sea.) Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY 7,240 tons March 30th  
s.s. ROBRON 7,382 tons April 27th

For Further Particulars apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 16th November, 1900. [1]

## IMPERIAL GERMAN MAIL LINE.

## NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
STUTTGART	WEDNESDAY	25th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PREUSSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Grosse, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 26th November, Cargo and Space will be received on Board until 5 P.M. on TUESDAY, the 27th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 27th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

## NORDEUTSCHER LLOYD

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 15th November, 1900. [8]

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	4,911	A. Dixon	November 26
BEASMAN	3,901	W. Watt	December 6
GUDWIN	4,431	A. Jackson	December 12
DURE OF FIRE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, 252.

Excellent accommodation. First class Table. Doctor and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, 243.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA AND TACOMA, 238.

The best route to the Klamath, 1901. Frequent Sailings from VICTORIA and TACOMA to DYER and EL MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.

Hongkong, 5th November, 1900. [10]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"EMPEROR OF INDIA" Command. R. F. Fyfe, R.N.R. WEDNESDAY, 21st Nov. 1900.  
"EMPEROR OF JAPAN" Command. R. Fyfe, R.N.R. WEDNESDAY, 19th Dec. 1900.  
"EMPEROR OF CHINA" Command. R. Fyfe, R.N.R. WEDNESDAY, 16th Jan. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines: which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and ACROSS THE WORLD. Return tickets to various points at reduced rates, valid for 4, 6, 8 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNT



VESSELS ON THE BERTH  
OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND AND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.  
GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.  
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, at Noon.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, at Noon.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900.

VESSELS ON THE BERTH  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, RONDORRE, MADRAS,  
CALCUTTA, DIBOUTY, ROYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
ALSO.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Vaguer, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 6th November, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"ERNEST SIMONS."  
Captain Durande, will be despatched for the above ports on or about MONDAY, the 19th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent.  
Hongkong, 14th November, 1900.

OCEAN STEAMSHIP COMPANY.  
FOR LIVERPOOL, DIRECT.  
(TAKING CARGO AT LONDON RATES.)  
THE Company's Steamship

"TANTALUS."  
Captain Gregory, will be despatched as above on TUESDAY, the 20th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 14th November, 1900.

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF KIOBE JARNEBO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.  
THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900.

FOR NEW YORK.

"R. MORROW."  
Shortly expected from Manila, will load here for the above port and will have quick despatch.  
For Freight, apply to  
ARNOLD, KARBURG & CO., Agents.  
Hongkong, 13th November, 1900.

VESSELS ON THE BERTH  
THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst. For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 8th November, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"GIBELA."  
Captain F. Mosca, will leave for the above ports on WEDNESDAY, the 21st inst., at Noon.  
For Freight or Passage, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 16th November, 1900.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA, ILOILO AND CEBU.  
THE Company's Steamship

"KAIFONG."  
Captain Pennotator, will be despatched as above on SATURDAY, the 24th instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 13th November, 1900.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"AJAX."  
Captain Batt, will be despatched as above on TUESDAY, the 27th November.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th October, 1900.

LOADING ON THE BERTH.  
FOR PORTLAND, OREGON VIA JAPAN.  
THE First Class Twin Screw Steamer

"MILOS."  
will be despatched on or about 27th instant.  
For Freight, apply to  
T. M. STEVENS & CO., Agents.  
Hongkong, 7th November, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY, AND TAIWANFOO.  
THE Company's Steamship

"ANPING MARU."  
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 14th November, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(ROB. M. SLOMAN & CO., HAMBURG.)  
FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship  
"VERONA."  
Captain Hansen, will be despatched for the above port on or about 28th December.  
For Freight apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 8th November, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE  
ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.  
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.  
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.  
S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons  
S.S. "KALVEX" On 12th Dec. 2,403 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on MONDAY, the 10th December.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan.  
Hongkong, 15th November, 1900.

OCEAN STEAMSHIP COMPANY.  
FOR LIVERPOOL DIRECT.  
Taking Cargo at London Rates.  
THE Company's Steamship

"PYREHUS."  
Captain Tilloch, will be despatched as above on SATURDAY, the 1st December.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 13th November, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.  
THE Company's Steamship

"COROMANDEL."  
Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 12th November, 1900.

GLEN LINE OF STEAMERS.  
FOR NEW YORK.  
THE Company's Steamship

"GLENGARRY."  
Captain F. Godey, will be despatched for the above port on the 25th November, 1900.  
For Freight or Passage, apply to  
MCGREGOR BROS. & GOW, Agents.  
Hongkong, 26th October, 1900.

VESSELS ON THE BERTH  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.  
THE Company's Steamship

"COROMANDEL."  
Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 12th November, 1900.

GLEN LINE OF STEAMERS.  
FOR NEW YORK.  
THE Company's Steamship

"GLENGARRY."  
Captain F. Godey, will be despatched for the above port on the 25th November, 1900.  
For Freight or Passage, apply to  
MCGREGOR BROS. & GOW, Agents.  
Hongkong, 26th October, 1900.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

NOTICES TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamship  
"SOBRON."  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.  
This vessel brings on Cargo—  
From London, &c., ex s.s. India.  
From Australia, ex s.s. Hwa-laya.  
Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. on the 12th instant.  
Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 14th November, 1900.

IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.  
THE Steamship  
"KONIG ALBERT,"  
OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th November will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th November, at 9.30 A.M.  
All claims must reach us before the 24th November, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
Hongkong, 14th November, 1900.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.  
THE H. A. L. Steamship  
"AMBRIA."

Captain A. Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 9th inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.  
No Fire Insurance has been effected.  
SIEMSEN & CO., Agents.  
Hongkong, 9th November, 1900.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alaric, despatch-boat, 1,700 tons, 10 guns, 3,600 h.p., Comdr. C. G. E. M. Cradock, at Shanghai.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. H. H. Johnston Stewart, at Taku.  
Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Shanghai.  
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.  
Astraea, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.  
Aurora, cruiser, 3,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.  
Bardonia, battleship, 10,800 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Taku.  
Bonaventure, cruiser, 4,380 tons, 18 guns, 9,000 h.p., E. J. C. Sawle, at Nanking.  
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.  
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wosung.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Hamilton, at Hongkong.  
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,000 h.p., Capt. P. F. Tildard, at Shanghai.

NOTICE TO CONSIGNEES.  
"GLEN" LINE OF STEAMERS.  
FROM LONDON AND STRAITS.

THE Steamship  
"GLENFARG,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.  
No Fire Insurance has been effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.  
MCGREGOR BROS. & GOW, Agents.  
Hongkong, 12th November, 1900.

NOTICE TO CONSIGNEES.  
"SOBRON."  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.  
This vessel brings on Cargo—  
From London, &c., ex s.s. India.  
From Australia, ex s.s. Hwa-laya.  
Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. on the 12th instant.  
Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 14th November, 1900.

IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.  
THE Steamship  
"KONIG ALBERT,"  
OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th November will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th November, at 9.30 A.M.  
All claims must reach us before the 24th November, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
Hongkong, 14th November, 1900.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.  
THE H. A. L. Steamship  
"AMBRIA."

Captain A. Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 9th inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.  
No Fire Insurance has been effected.  
SIEMSEN & CO., Agents.  
Hongkong, 9th November, 1900.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alaric, despatch-boat, 1,700 tons, 10 guns, 3,600 h.p., Comdr. C. G. E. M. Cradock, at Shanghai.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. H. H. Johnston Stewart, at Taku.  
Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Shanghai.  
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.  
Astraea, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.  
Aurora, cruiser, 3,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.  
Bardonia, battleship, 10,800 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Taku.  
Bonaventure, cruiser, 4,380 tons, 18 guns, 9,000 h.p., E. J. C. Sawle, at Nanking.  
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.  
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wosung.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Hamilton, at Hongkong.  
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,000 h.p., Capt. P. F. Tildard, at Shanghai.

NOTICE TO CONSIGNEES.  
"GLEN" LINE OF STEAMERS.  
FROM LONDON AND STRAITS.

THE Steamship  
"GLENFARG,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.  
No Fire Insurance has been effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.  
MCGREGOR BROS. & GOW, Agents.  
Hongkong, 12th November, 1900.

NOTICE TO CONSIGNEES.  
"GLEN" LINE OF STEAMERS.  
FROM LONDON AND STRAITS.

THE Steamship

"GLENFARG,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.  
No Fire Insurance has been effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.  
MCGREGOR BROS. & GOW, Agents.  
Hongkong, 12th November, 1900.

HONGKONG.  
STEAMERS.

America Maru, Jap. str., 3,446, Going, Nov. 15, 1900.  
Toro Kien Kaisha, Jap. str., 3,446, Forst, Nov. 15, 1900.  
Am



## POST OFFICE NOTICES.

**CHRISTMAS MAIL.**—Letters, etc., for the United Kingdom posted on the 24th instant per British Packet *Coromandel* are due in London on the 23rd December next.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards which are sent by Book Post.—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the contents not on or with notched ends are returned to the senders. Packets may be tied with string or paper to the contents, but in such a way that the string can be easily untied.

**NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

The *Ernest Simons*, with the French Mail of the 10th October, left Singapore on Tuesday, the 10th inst., at 6 a.m., and may be expected here on or about Tuesday, the 23rd instant. This Packet brings replies to letters despatched from Hongkong on 16th September.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore, Penang and Calcutta	Lightning	Friday, 16th, 2.00 p.m.
Shanghai	Loungmoon	Friday, 16th, 3.00 p.m.
Bangkok	Trym	Friday, 16th, 3.00 p.m.
Shanghai, Yokohama and Kobe	Arakawa	Friday, 16th, 3.00 p.m.
Yokohama, Kobe and Osaka	Sullberg	Friday, 16th, 4.00 p.m.
Manila	Perla	Friday, 16th, 5.00 p.m.
Batavia	Phrangang	Saturday, 17th, 9.00 a.m.
Swatow	Hailong	Saturday, 17th, 10.00 a.m.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONKONG AND SAN FRANCISCO	Coptic	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Amoy and Straits	Honglee	Registration, 11.00 a.m. (Registration, with late fee of 10 cents, up to 11.45 a.m.)
Swatow and Amoy	Siam	Registration, 11.00 a.m. (Registration, with late fee of 10 cents, up to 11.45 a.m.)
EUROPE, &c., India via Tutuorin	Trukin	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)		
Straits and Calcutta	Silesia	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.	Empress of India	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Iloilo and Cebu	Kaifong	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
EUROPE, &c., India via Tutuorin	Coromandel	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
EUROPE, &c., India via Tutuorin	Stuttgart	Registration, 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)		
Kobe, Yokohama, San Diego and San Francisco	Carlisle City	Registration, 11.00 a.m. (Registration, with late fee of 10 cents, up to 11.45 a.m.)

## TO-DAY.

Meeting of Shareholders of Dairy Farm Co., 2, Albert Road, noon.

Meeting of the Perseverance Lodge of Hongkong, 9 p.m.

## TO-MORROW.

Performance of "Home Rule, or the Irish Question," City Hall.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	THURSDAY, 15th November.
Telegraphic Transfer	211
Bank Bills, at demand	211
Bank Bills, at 30 days sight	211
Bank Bills, at 4 months sight	211
Credits, at 4 months sight	211
Documentary Bills, 4 months sight	211
ON PARIS.	
Bank Bills, at demand	263
Credits, at 4 months sight	269
ON GERMANY.	
Bank Bills, at demand	214
Credits, 60 days sight	52
ON BOHMAH.	
Telegraphic Transfer	157
Bank, at demand	157
ON CALCUTTA.	
Telegraphic Transfer	157
Bank, at demand	157
ON SHANGHAI.	
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA.	
On demand	21 p.c. dis.
ON MANILA.	
On demand	1 p.c. pm.
ON SINGAPORE.	
On demand	1 p.c. pm.
ON BATAVIA.	
On demand	125
ON HONGKONG.	
On demand	2 p.c. pm.
ON SAIGON.	
On demand	1 p.c. pm.
ON BANGKOK.	
On demand	60
SOVEREIGNS, Pink's Buying Rate	9.50
GOLD LEAF, 100 fine, per tael	50.35
BAR SILVER, per oz.	29.14

## OPIMUM.

Quotations are—	Allow 60 not to 1 catty.
Mulva New	\$790 to \$790 per picul.
Mulva Old	\$810 to \$820
Mulva Older	\$830 to \$840
P. P. per wrapped	\$850 to \$860
Persian fine quality	\$870 to \$880
Persian extra fine	\$890 to \$900
Patna New	\$945 to \$950 per chest.
Patna Old	\$945 to \$950
Benares New	\$945 to \$950
Benares Old	\$945 to \$950

## VESSELS EXPECTED.

**THE FRENCH MAIL.**  
The M. M. steamer *Ernest Simons*, with the next French mail, left Singapore on Tuesday morning, the 12th inst., for this port via Saigon.

**THE AMERICAN MAIL.**  
The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 26th ult.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

**THE INDIAN MAIL.**  
The steamer *Catherine Apsara*, from Calcutta, left Singapore for this port on Wednesday afternoon, 14th inst.

**THE CANADIAN MAIL.**  
The C. P. E. steamer *Empress of Japan*, left Vancouver on Saturday, 10th inst., p.m., for Hongkong via the usual ports of call.

**MERCHANT STEAMERS.**  
The P. & O. steamer *Maasgen* left Singapore for this port on the 10th inst., and is expected to arrive here on the 15th inst.

The O. M. steamer *Yangtze*, from Glasgow and Liverpool, left Singapore for this port on Monday morning, the 12th inst., and may be expected here on or about the 17th inst.

## WILLIAM MACLEOD, D.D.S.

**DENTIST.**  
BEACONSFIELD ASCADE.  
HONGKONG, 10th November, 1900. [2861]

**DENTIST.**  
AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KIRK  
(LAWYER OF PORT & NOBLE).  
HONGKONG, 15th September, 1899. [2419]

**SIEN TING.**  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
HONGKONG, 23rd September, 1891. [2482]

**ARABIAN PONY.**  
FOR SALE, a Fine-looking ARABIAN PONY.  
For Particulars apply to  
H. B. BUTTONE, JR.  
No. 21, ELGIN ROAD, KOWLOON.  
HONGKONG, 13th November, 1900. [2374]

## JOINT STOCK SHARES.

Stocks.	No. of Shares.	Value.	Rate.	Dividend.	Closing Quotations.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	125	30% div. at 11/11d. = \$16.08 per share for 1st half year 1900	313 p. c. pr. = \$5184, London 257.
Bank of China & Japan, Ltd.	100,876	29	29	None	25.6a.
Do. Debit	1250	21	21	None	201, buyers
National Bank of China, Ltd.	19,870 A	210	210	2/8 for 1899	\$20, buyers
Do. Founders' Shares	29,955 B	210	210	2/8 1/2 for 1899 = \$1.36 for 1900	\$20, buyers
Do. Founders' Shares	7500 fide.	21	21	None	\$20.
<b>MARINE INSURANCE.</b>					
Union Ins. Society, Ltd.	10,000	\$250	250	40 p. c. = \$30 for 1899	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	\$85.33	85.33	10 p. c. for 1899 = \$24.00	\$82.
North China Ins. Co., Ltd.	5,000	\$100	100	10 p. c. = \$50 for 1899	\$110, sellers
Yantai Ins. Assn., Ltd.	8,000	\$100	100	30 p. c. = \$24 for 1897	\$115, sellers
Canton Insurance Office, Ltd.	10,000	\$250	250	\$12 for 1899	\$123, buyers
Strait Insurance Co., Ltd.	30,000	\$100	100	50 p. c. for 1895	\$1.
<b>FIRE INSURANCE.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	250	\$27 for 1899	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	100	\$20 for 1898	\$78, buyers
<b>SHIPPING.</b>					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	15	\$1.20 for half year ended 30/6/1900	\$32, sellers
Indo-China S. S. Co., Ltd.	80,000	\$10	10	\$1.20 for half year ended 30/6/1900	\$30, sales
China & Manila S. S. Co., Ltd.	6,000	\$50	50	20 p. c. for 1899	\$55, sellers
China & Manila S. S. Co., Ltd.	14,000	\$50	50	20 p. c. for 1899	\$55, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	50	12 p. c. for year ending 30/6/00	\$41, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	10	Int. of 5 p. c. on a/c of 1900.	2103, buyers
Do. Ordinary	20,000	\$10	10	Int. of 5 p. c. on a/c of 1900.	454, buyers
Do. do.	20,000	\$10	10	Int. of 5 p. c. on a/c of 1900.	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	10	Int. of 5 p. c. on a/c of 1900.	\$4, sellers
Shall Transport & Trading Co., Limited	2,000,000	\$1	1	Int. of 5 p. c. on a/c of 1900.	\$3, 6a.
<b>REFINERIES.</b>					
China Sugar Refining Company, Limited	20,000	\$100	100	Int. of 5 p. c. on a/c of 1900	\$119, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	100	\$3 for 1897	\$35, buyers
<b>Mining.</b>					
Punjab Mining Co., Ltd.	60,000	\$8	8	None	\$2.50.
Do. Preference	30,000	\$1	1	None	75 cents.
Societe Fran. des Charbonnages du Tonkin	16,000	\$250	250	None	\$250.
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	9 cents, sellers
Yachuan Mining and Trading Company, Ltd.	45,000	\$5	5	5 p. c. half year ended 31/7/04 (coupon 9)	\$71.
Raub Australian Gold Mining Co., Limited	200,000	\$1	1	10 p. c. for half year ended 30/6/00.	\$50.
Oliver's Freehold Mines, Limited	15,000	\$5	5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	4	First year	\$150, sellers
Do. Preference	70,000	\$1	1	First year	74 cents, sales
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Ltd.	12,500	\$125	125	\$1.20 for half year ended 30/6/00	\$45 per pr. = \$506.25
Hongkong and Whampoa Dock Co., Ltd.	30,000	\$50	50	Int. of 5 p. c. on account of 1900.	\$85, sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	100	Int. of 5 p. c. on account of 1900.	\$81, buyers
New Amoy Dock Co., Ltd.	6,000	\$61	61	22 p. c. for 1899	\$201.
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	Int. of 5 p. c. on account of 1900	\$192, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	50	\$14 for 1899	\$25, buyers
West Point Building Company, Limited	12,500	\$50	50	Int. of 5 p. c. on acct. 1900	\$70, sales & sellers
Hongkong Hotel Company, Limited	12,000	\$50	50	10 p. c. for half year ended 30/6/00.	\$118, buyers
Oriental Hotel Co., Limited	7,000	\$50	50	First year	\$8, buyers
Humphreys Est. & Fin. Co.	100,000	\$10	10	50 p. c. for 1899.	\$11.75, sales & sellers
<b>COTTON MILLS.</b>					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	100	3 p. c. for period ending 31/10/97.	Tls. 32, sales
International Cotton Mill Co., Ltd.	10,000	\$100	100	3 p. c. on account '98	Tls. 45
Laon-lung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	\$100	100	4 p. c. on account '98	Tls. 40
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	100	4 p. c. for period ending 31/10/97.	Tls. 375
Yachuan Cotton Spin. & Weav. Co., Ltd.	7,500	\$100	100	None	Tls. 40
Wear & Dye Co., Ltd.	12,000	\$100	100	None	\$8, sales & sellers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	10	10 p. c. for 1900 on cap.	\$193, sales & sellers
China Borneo Co., Ltd.	7,500	\$20	20	None	\$81, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	10	7 p. c. on acct. 1900	\$11, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	10	7 p. c. on acct. 1900	\$15, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	10	9 p. c. for 1899	\$170, sellers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	50	15 p. c. for 1899	\$50.
Geo. Fenwick & Co., Ltd.	6,000	\$25	25	Int. of 5 p. c. on acct. 1900	\$175, sales & buyers
Hongkong High Level Tramway Co., Ltd.	1,250	\$100	100	\$12 for year ended 31/10/99	\$173, buyers
Dairy Farm Co., Ltd.	10,000	\$75	75	6 p. c. for year ended 31/7/99	\$81, sales
Carmichael & Co., Ltd.	2,000	\$25	25	15 p. c. for 1899	\$50.
Campanell, Moore & Co., Ltd.	1,200	\$10	10	12 p. c. for 1899	\$20.
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$1	1	7 p. c. for share for 1899	\$8, sellers
United Asbestos Oriental Agency, Limited	9,900 fide.	\$10	10	Int. of 5 p. c. on acct. 1900	\$20.
Tobacco Planting Co., Ltd.	20,000	\$5	5	None	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	20	80 cents for period ending 31/12/94	\$975, sellers
Watkins, Limited	10,000	\$10	10	80 p. c. for 1899.	\$10.20 sales & buyers
Universal Trading Co.	50,000	\$20	20	None	\$4, buyers
<b>CHINA COMPANIES.</b>					
Alhambra, Limited	200	\$500	500	25 p. c. for year ended 30/6/00	\$1,500, buyers
Lo Leong Commercial, Limited	800	\$500	500	Int. of 10 p. c. for 1900	\$1,000.
Henshaw, Limited	750	\$100	100	First year	\$110
La Favorita, Limited	130	\$500	500	First year	\$625, sellers

## CARMICHAEL &amp; BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches, etc., for the supply and erection of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams: "CELESTE," Hongkong. Telephone: 232.

H. F. CARMICHAEL, B. J. BARLOW.  
HONGKONG, 1st June, 1899. [1637]

## BOMBAY-HURMAH TRADING CORPORATION, LIMITED, BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLING, PLANED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAUGES. Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. HONGKONG, 3rd May, 1895. [2787]

**NOTICE OF REMOVAL.**  
THE OFFICES of the HONGKONG DAILY PRESS, CHUNG NGOI SAN FO, CHRONICLE & DIRECTORY, have this day been removed to 14, DEUTER ROAD CENTRAL, ENTRANCES EAST LANE, recently Messrs. WENT & CO.'s Office, behind Messrs. SHYAM, TOMES & CO.'s premises. HONGKONG, 1st May, 1900.

## MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRATA CENTRAL.  
Head Office: TOKYO.  
Branch Office: LONDON, NEW YORK, BOMBAY, SHANGHAI, HONGKONG, TIENTSIN, NEWCHANG, and all Ports in JAPAN.  
AGENTS: Miko Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yohinotani Coal Mines, Onomura Coal Mines, No. 1, Ohtani Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Yamano Coal Mines, The Onoda Shosha Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Kanagawa Cotton Spinning Mills, Tokyo Cotton Spinning Mills, Miko Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA, M. F. WISE, Manager.  
HONGKONG, 19th August, 1899. [2788]

## CARBOLINUM AVENARIUS

USED FOR OVER TWENTY YEARS.  
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.  
Sole Agents for China, LUTGENS, EINHARTMAN & CO. HONGKONG, 31st August, 1897. [33]

## THE WEATHER.

STATION.		Barometer.	Thermometer.	Humidity.	Wind.	Clouds.
Vidvostok	2 p.	30.14	62	74	SW	0
Tokyo	"	30.19	62	74	SW	0
Kobe	"	30.19	62	74	SW	0
Nagasaki	"	30.19	62	74	SW	0
Kagoshima	"	30.19	62	74	SW	0
Tsushima	1 p.	30.20	62	74	SW	0
Yokohama	"	30.20	62	74	SW	0
Manila	"	30.20	62	74	SW	0
Cebu	"	30.20	62	74	SW	0
Iloilo	"	30.20	62	74	SW	0
Colaba	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
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Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"	30.20	62	74	SW	0
Singapore	"	30.20	62	74	SW	0
Penang	"	30.20	62	74	SW	0
Calcutta	"	30.20	62	74	SW	0
Bombay	"	30.20	62	74	SW	0
Rangoon	"	30.20	62	74	SW	0
Batavia	"					